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No arranging styled communications that have already appeared in other papers will be inserted. Orders for cited copies of DAILY Puges should be cut before 11 a.m. on day of publication. After that how the supply is limited. Only supplied for Cash.

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P.O. Box, 34 Telephone No. 13. DEATH.

On June 19th, at seal on board the N.Y.K. Steamer Kosai Maru, John Alliysius Sullivan, aged 56 years.

LENGKONG OFFICE: IOA, DES VŒUX ROAD CI LONDON OFFICE: 131, FLUET STREET, E.C.



Hongkong, June 27th, 1907.

Those who have any knowledge of Mr. T R. Jernican or of his writings do not need to be told that he is an American of considerable China experience, whose views are adways worth listening to. He has recently published in our Shanghai contemporary a long and interesting article on the trade relations of America and China. In it he contends that the Americans themselves are to blame for the weakening of those relations. Good products plentifully and quickly delivered, together with the Chinese recognition of the fact that America desired to annex none of China's territory, put American merchants in a strong position about the time that the Philippines were captured. The chief reason for the loss of their popularity was the mistake made with the Hankow-Canton railway concession. The re-selling of that concession at a profit, instead of completing the contract to make the line, convinced the Chinese that the Americans were "nothing more n r less than scalpers in the markets of China," When Professor Jenks was in China to reform the currency of the Empire, he said to Mr. JERNIGAN that the action of the American Company in connection with the Hankow-Canton railway transaction had been placed before him with an emphatic reminder of its turpitude by every Chinese official he had talked with 'Parliament.

and had clouded his mission with the ominous signs of failure. All the trouble since experienced in connection with that line was being charged against the American Company. The later boycott of American merchant's and goods would not have been so widespread and intense, Mr. JERNIGAN says, but for that incident; and he considers "the harshness of the Customs. officials at San Francisco" would not have heen sufficient as an excuse, without some "ulterior preceding cause." What he calls "the an Francisco incident" was "more of a pretext than a real cause." We will not detract from the importance of the railway incident. The Chinese certainly would not enjoy paving Americans a cumshaw like that. But if Mr. JERNIGAN would recognise that there was much more than one Sin Francisco "incident," he need not go further for ulterior preceding causes of displeasure. The ill-treatment of Chinese on the Californirm coast was no new item of news to the Chinese. Such incidents have always been plentiful; they are going on still; and angels could not persuad the Asiatics that the Americans of that Ideality have ever been models of tolerance or courtesy. The boycott came, not with the first pretex', but with the first recognition (due to study in foreign methods and manners) that a weapon lay to their hands. At least they thought it did. The weakest people would be powerful if that weapon were always available, but it is a weapon that requires special ammunition -- powder of unanimity and shot of coherence. It was the failure of ammunition that caused the failure of the weapon, as we said it would at the time. As a loyal American, we can understand Mr. Jernioan's gradging admission that possibly some harshness may have been accept it as the whole truth. The general body of Americans is suffering because of the virus in a limb; they are all having, to pay for the determination of the Californians, just as the English may one day

Four more cases yesterday brought the plague total to date to 115. One of yesterday's cases was a Portuguese at Yaumati, who died,

suffer inconvenience owing to Australia's

local policy.

The following telegram was received from the Manila Observatory at 7.30 a.m., June 26th (by the American Consulate): "Typhoon now East of Balingtong Channel probably recurving."

A marriage arranged between the Rev. Allan Gunn, rector of Holy Trinity, Winchester; and Mrs. Jaques, of Bournemouth, widow of Mr. J. Jaques, of Shanghai, will take place quietly in July.

A project is on foot at St. Petersburg which will not be accepted agreeably by Japan. said that the Ministry of Justice is drawing up a project with a view to establishing a new convict district in the northern or Russian. portion of the island of Saghalien.

A native who stole 337 lbs of old iron at Kennedytown on Tuesday was caught in the not of burying his treasure in the sand. He night. The performance demonstrated that appeared before Mr. F. A. Hazdand at the the company was as accomplished in the giving long, extending to the sides of the ship and Police Court yest-rday, was found guilty, and of melodrama as in the lighter comedy, and sentenced to three weeks' hard labour and six | though the audience was not so numerous as it 'hours' stocks.

B. fore Mr. F. A. Hazeland at the Police Court yesterday two Chinese were fined \$160 with the alternative of two months' imprisonment for infringing the exclusive rights of the Pestmaster-General by bringing letters into the Colony without the permission of the Postmaster.

Acting on the joint opinion of the Minister for Foreign Affairs and the Minister for the Colonies, the Cabinet Council Las decided to request the Chamber Committee on Foreign Relations to lay before the chamber as soon as possible the report on the Franco-Siamese Treaty so that the Treaty may be discussed without longer and that it may deprive the Chinese one

The directors of the new Lond n Borneo Tobacco Company, after providing for the adverse balance of £2,012 brought forward, recommend a final dividend of 74 per cent, on the ordinary shares, making, with the interim | quarter. dividend paid, 124 per cent. for the year ended December 31st inst. A balance of £2,105 will remain to be carried to the reserve fund.

continues. The "Gazette" last month contained the announcements that the King had given the famous Inspector-General of Chinese Customs permission to wear the insignia of the Grand Cordon of the Order of the Crown of Italy and the First Class of the Order of the Rising Sup, conferred on him by Italy and

There is a loud outery against the methods of absolutism which have been adopted by King Carlos of Portugal. His Majesty, who dissolved the Chamber of Deputies on May 11, has not fixed a date for a new general election. It is believed he intends to continue government without the aid of a Parliament & Reuter's Madrid correspondent states that news has been received there from Lisbon that Senhor France, the Premier, is disposed to govern for years without the co-operation of

has instructed H. E. Wuang-Ta-hai, the Chinese Minister in London, to complain to the British Foreign Office that certain foreigners have made the Colony of Hongkong a recruiting ground to obtain Chinese Coolies to work on the Panama Canal excavations, and to request that the Hongkong Government be

instructed to put a stop to the practice. From the report of the Northern Assurance Company for 1906, sent to us by Messrs. Gibb. Livingston and Co., the local agents, we see the Fire Department of the Company lost £432,751 at San Francisco, (total losses in 19 6 £1,101,133) and had a net loss on the year's transactions of £347,518. Premiums received amounted to £1,227,958. The Life Department funds gained £75,761. The Company had at the end of the year nearly seven raillions sterling acoumulated.

A Chinese boy who resides in Des Voeux Road had a pot bird which escaped from its cage, and flew on to the wall of a building in course of erection. To persuade it to come down the boy threw stones at it. While so engaged an Indian constable came along, arrested him, and charged him with throwing stones to the danger of the public. When the case came before Mr. F. A. Hazeland at the Magistracy yesterday, his Worship remarked that he thought it was the last thing the boy would have done if he wanted to recover his bird; but in the circumstances the defendant would be discharged.

An extraordinary general meeting of the Hotel des Colonies Company, Ld., was held at Shanghai on June 20th to consider a special resolution to reduce the capital of the Company, Mr. A. J. Hadley moved and Mr. F. W. Evnns seconded the following resolution:-That the Capital of the Company be reduced from Taels 225,000 (Shanghai Sycee) divided into 9,000 shares of Taels 25 each to Taels 112,500 (Shanghai Sycee) divided into 9,000 shares of Tacls 12.50 each and that such reduction be effected by cancelling capital which has been lost or is unrepresented by available assets to the exten of Tals 90,000 and by returning from out of the sinking fund to the holders of the 9,000 the used," but it is now too late in the day to shares that have been issued a sum equal to functions before the release of the pr isoners Taels 250 per share thus reducing the nominal amount of all the shares from Taels 25 each to Taels 12.50 each. The resolution was carried

> In answer to Mr. Rees, Mr. Churchill said in the House of Commons last month, -An inquiry was some time ago addressed to his Majesty's Consul-General at Shaughai by dealers in Indian epium at the port as to what action his Majesty's Government proposed to take in regard to the anti-opium proposals of the Chinese Government. Last mouth a reply was sent through his Majesty's Minister at Peking that it was not possible at the present stage of the question to state the action which his Majesty's Government might eventually take on the proposals of the Chinese Government for restricting the importation of fereign opium; but that the request of the dealers to be made acquainted at the earliest possible date with the measures decided upon would be borne. in mind. The memorialists were further informed that the summary of the Chinese Government's proposals, communicated to the Press from Peking, made it clear that a gradual restriction of the trade in the course of a term of years was contemplated.

THE BANDMANN COMPANY.

That old favourite, "Two Little V agabonds" was played by the Bandmann Company last might have been there was no lack of appreciation of the really artistic production. The dramatic situations were cleverly developed and in the hands of the principals could not have been improved upon, while the comedy business

CHINA AND FOREIGN POWERS

was entrusted to capable exponents.

The Cologne Gazette devoted much space on May 22nd to a long article describing the internal conditions in China. The journal | the ward room and officers cabin. arrives at the conclusion that the arrogant attitude of the Chines, Government towards all foreign Powers cannot be tolerated much day of their most powerful ally-dissersion amongst the foreigners. It may come to pass that force of circumstances will once again compel the Powers to bury their differences and act in concert, to the detriment of China. It shoms, indeed, that indications pointing to this end have already made their appearance in one

If, as reported, Japan. for a consideration, of course-is willing to take over France's rights in the Far East, it seems to imply that even the champions of the "East Asia for the East Asiatics" cause have given up, for the present at The shower of honours on Sir Robert Hart least, all hope of educating China up to the point when she would make anally of any value. This being so, Pan-Asiatio schemes, the Gazette thinks, seem to be indefinitely shelved, and remains to be seen what effect the new situation will have upon China.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan arrived Vancouver at 6 p.m on Monday the 24th inst. The C.P.R. str. Empress of India arrived Nagasaki at la.m. on Wednesday 26th June, and left again at 9 a.m. same day for Shanghai where she is due to arrive at 11 s.m. to day.-The str. Satsuma sailed from New York on

The Boston s.s. Co. str. Shawmut sailed from Seattle on the 22ad inst. The A.L. str. E. F. Ferdinand left Shanghai for this port on the 25th inst., and is expected

here on the 28th inst. The Apear str. Catherine Apear from Calcutta left Singapore on 25th inst. afternoon, and may be expected here on or about the 30th inst, a.m.

A Peking dispatch states that the Waiwupu TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE. THE FRANCO-JAPANESE AGREEMENT.

FRENCH AMBASSADOR HONOURED.

Tokyo, June 26th. To-day H.I.M. the Emperor conferred upon the French Ambassador

the Grand Cordon of the Rising Sunand Paulownia. The Tokyo business men are planning a great celebration to com-

memorate the signing of the agreement

[REUTER'S SERVICE.] THE AGITATION IN THE SOUTH

> OF FRANCE. LONDON, June 24th.

M. Albert enruestly disclaims political motives and begs M. Clemenceau to show mercy and to release his colleagues, thereby restoring calm. M. Clemenceau firmly refused to accode to the request. M. Albert finally promised to return to the South and to persuade his fellow citizens to return to the paths of loyalty. In the me in while his arrest is suspended though it is un pretood that he will eventually surrender. The crowds at Narhonne received this news

LATER.

The 17th Regiment at Beziers has been entrained under a strong guard for another district. M. Clemenceau in reply to a deputation of Wine Growers said that all Manicipalities must resume their

with cheers.

IRELAND.

LONDON, June 24th. Mr. Redmond in unveiling a memorial to

the Wexfordians killed in the battle of New Cross in 1798, said that the Wexfordians of to-day were as much rebels to the English rule as they were in 1798. It will be merely a question of expediency what wenpons they will use to strike their hated

PRINCE FUSHINI'S RETURN

LONDON, June 24th. H.M.S. Moumouth has arrived at Victoria to convey Prince Fushimi to Yokohama.

KING'S NEW YACHT.

His Majesty's yacht: Alexandra was launched from the yard of Messrs. A. and J. Inglis, Glasgow, on May 30. The ceremony usual at the launch of his Majesty's ships was observed. Her Royal Highness Princess Louise, Duchess of Argyll, named the vessel. The new yacht, which is built of steel, is constructed on powerful lines, with graceful clipper bow, Her principal dimensions are: Displacement, 2,0 0 tons; Length over all, 300ft; Broadth, 40ft; Depth to upper deck, 23ft.

She will be rigged as a three masted schooner, and will have two funnels. She is built with a top gullant forecastle, and a bridge deck, 150ft carried on stanchious from the main rail. The deck house thus formed contains the receptionrooms, dining room, and pantry. Abreast of the chart house on this deck are two small teahouses, which have a clear view ahead and astern, as well as over each side.

The King's smoking-room is under the bridge where also necommodation is found in side houses for the commanding officer; surgeon, and the sick bay. An elegant stairway gives access to the bridge promenade deck. On the main deck, abaft the curbine room, are the Royal aparlments and rooms for the Scoretray, equerries and ladies in-waiting. cabin servants are berthed right ait on the main deck, the warrant officers abreast of the funuel hatch, and the royal kitchen is immedistely in front of the boiler space. Next come

The decorations of the principal cabins are by Messes. Waring and Gillow. The wessel will be propelled by three sets of turbine engives of 4,500 horse power, supplied with steam by three Yarrow water tube boilers. It is expected that the yacht will have a speed of seventeen knots.

THE STANDARD OIL COMPANY.

OFFICIAL REPORT.

Mr. H. K Smith, Commissioner of Corporations, has transmitted to the President his report on the position of the Standard Oil Company with regard to the petroleum industry, supplementing the report on the whole industry concerning which Mr. Roosevelt sent a message te Congress in May, 1906. The following is a summary of the covering letter sent by Mr. Smith with his report:

"The history and present operation of the Standard Oil Company's interests shows throughout the past five years a substantial monopolisation of the petroleum industry of the country, the deliberate destruction of competition, and the consequent control of that industry by less than a dozen men, who have reaped enormous profits therefrom. The Standard Oil Company's commercial efficiency while of the greatest, has been consistently directed, not at reducing prices to the pub ic and thus maintaining its predominant position through superior service, but rather at crippling existing rivals, and preventing the rise of others by vexatious and oppressive attacks on them. and securing for itself the most unfair and wide-reaching discrimination in transport facilities and rates, both as regards railroads and pipelines, while standing in the way as far as possible of such facilities for all competitors."

SUPREME COURT.

Wednesday, June 26th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE). A BROKER'S COMMISSION,

The action in which Bernard Albert, estate agent, sued Lau Kam ching and Dang Yong Tang, of 25 Des Voeux Road Central, excentors under the will of Dong Chee de ceased, for commission due on arranging a loau for defendants, again came before the Couct. Mr. F. X. d'Almada e Castro appeared for the plaintiff and Mr. E. J. Grist appeared for the defendants. The original claim was for \$600 but Mr. D'Almada asked leave to amend the writ to Mr. Grist said he consented to this. They

had agreed to do so in order to avoid the trouble of adding a third party to the action. They had agreed that if his clients were liable they should only be liable for their proportion, \$150-They were agreed on the facts, the only point at issue being whether plaintiff was to receive commission in the event of the mortgage not going through. They asserted that he was to fever, by which it is best known. receive no commission unless the mostgage was completed.

His Honour-Somewhat nousual.

Mr. d'Almada - Very unusual, His Honour-If the mortgage falls through

the broker gets nothing. Mr. Grist-It fell through but not through

the fault of the broker. Plaintiff was called and detailed how he had been authorised to raise a loan of \$60,000. This be had arranged to procure from the Hongkong Fire Insurance Company. In the letter of authority, which defendants signed there was no such clau e that he was not to be entitled to commission until the transaction was completed. If they had imposed such a condition he would not have undertaken the work. He had

mislaid the letter. Another broker, Mr. A. A. M. da Silva, stated that he had received an order from 'defendants to raise a loan and when he went to have the order signed he was informed that the mortgage had already been closed. He had seen the docu. ment referred to and it contained no clause to the effect that no commission was to be paid unless the mortgage was completed.

Lau Lam Ching, defendant, declared that such a clause was inserted in the document he had signed.

His Honour, after hearing both solicitors, gave judgment for plaintiff with costs.

D.L. WYNDHAM'S CASE.

The case was again called on in which the Indo-China Steam Navigation Co. sued Dr. Lancelet Wyndham to recover the sum of \$1,000 for breach of agreement.

Mr. C. F. Dixon (of Messrs, Hastings and Hastings) appeared for the plaintiffs, and Mr. O. D Thomson for the defendant,

had received a telegram from the defendant, saying that he would be here on Friday. The | was discovered by the Commission that half of solicitor therefore asked for another adjourn-

Mr. Dixon objected: His Lordship said before he would not grant another adjournment. Mr. Thomson suggested that the defendant's evidence de bene case should be taken on Saturday.

His Lordship decided to put the case in all that was required was to eliminate goats' Friday's list, and d fondant's evidence de bene esse could by taken on Saturday.

In Original Jurisdiction.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE). A DISPUTED MORTGAGE.

The hearing of the application by Long Kee, of the firm of Messrs. Fook Wo Chong, merchants, carrying on business at 36 Wing Lok Street, to set uside a deed of mortgage was resumed. The Hon. Mr. H. E. Pollock, K.C., and Mr. H. G. Calthrop (instructed by Mr. A. G. Jackson, of Mesers. Johnson, Stokes and Master appeared for the plaintiff, while the defendant, Ng Wai, merchant, was represented by Mr. M. W. Slade (instructed by Mr. G. K. Hall Brutton).

Plaintiff purchased certain leasehold proparties in Hongkong for \$11,000, and defendant claimed to be the mortgagee of these premises. Plaintiff denied having entered into such a Mr. Slade having addressed the court, evidence

for the defence was called.

TYPHOON BRAVERY.

MORE MEDALS.

The following letter, addressed to both Mr. E. H. Grainger and Mr. A. M. Harvey of the Hongkong, Canton, and Macao Steamboat Company, Limited, tells its own story : -Colonial Secretary's Office,

Hongkong, 21st June, 1907. SIR,-I am directed to transmit to you the K.C.B, as Chief of the General Staff. accompanying Medal, which His Majesty the King has been graciously pleased to award to you for gallautry in saving life at sea in the typhoon of the 18th September last, together with a letter addressed to you by the President of the Board of Trade.

Government desires me to record the gratification with which he has learnt of this high recognition of your bravery.

I am, Sir, Your obedient servant, (8d.) A. M. Thomson, Colonial Secretary MALTA FEVER.

A LESSON IN PREVENTIVE MEDICINE. Situated in the midst of the Mediterraneau. swept by all the winds of heaven, and enjoying brilliant sunshine for several months in the year, the island of Malta should be one of the healthiest of places. Its freedom from swamps or standing water of any kind protects the island from that scourge of worm climates -malaria. For many years past, however, Malta has suffered from the prevalence of a serious local fever, of a most persistent character, which has been the bane of the island, and particularly of the garrison; for a large fraction of the naval and military forces have been constantly incapacitated by this disease. Every year some 650 sailors and soldiers have fallen victims to it, and, as each

considerable loss in money to the Government. This fever appears to be widely distributed in the world, but is most familiar to us in its incidence around the coasts of the Mediterranean. On the island of Malta it has worked its worst ravages, and hence the name of Malta.

patient stays on an average 120 days in hospital,

this gives a total of about 80,0 10 days of illness

per annum. Moreover, most of these men have

to be sent to England to recover their health, and

the consequent expense has involved a very

Now, however, all this has been changed by a simple application of the discoveries of science, and widespread gratification will be given by the intelligence, furnished in recently published reports, that since June, 1906, when the new preventive measures were put into practice. Malta fever may be said to have practically disappeared from the garrison of the Island

What are these preventive measures, and how has this result been achieved?

T o serious ravages of Malta fever made it desirable that a searching investigation should be taken in band. In 1904, the Royal Society, at the request of the Admiralty, the War Office and the Colonial Office, undertook to investigate the causes of this fever, and sent out a small Commission to Malta for that purpose. This Commission, which consisted chiefly of Army and Naval medical officers has been at work for three years, under the supervision of a Committee of the Royal Society, and has only lately completed its labours. It is unnecessary to describe the details of the three years work; it is enough to say that every likely line of research was followed, in order to discover how man becomes infected by this disease. As long ago as 1887 an Army medical officer had discovered that Malta fever is caused by the entrance into the Body of a minute bicterium, which was namedthe Micrococcus melitensis. This microbe was studied from many points of view, but with no success until a discovery was made which cleared up the mystery. This was the remarkable fact that the goats in Malta are susceptible to this disease, and act, as it were, as reservoir of the virus. In truth, it is probable that Malta fever is primarily a disease of goats, and that man is infected from the goat, not the goat from man. The goat is very much in evidence in Malta, Mr. Thomson informed his Lordship that he. there being some 20,000 of them, which supply practically all the milk used in the island. It these animals are affected by Malta fever and that one tenth are constantly passing the Micrococcus melitensis in their milk. Notwithstanding that the goalashow no outer signs of the disease, they continue, possibly for years, to secrete milk containing the poison.

It seemed evident then, that to banish Malta fever from our sailors and soldiers on the station. milk from their dietary. This step was taken in June, 1906, with the striking result that the cases of fever fell to one tenth of what had been their normal number. There is, therefore, reasonable hope that this disease will now disappear from the garrison in Malta, and some 80,000 days of illness be blotted out from the yearly records of the Navy and Army.

If these good rosults are maintained this investigation will stand out as one of the most notable examples of successful work in the prevention of disease, and will clearly show the economy of spending a few thousands on a thorough scientific investigation.

The research occupied some time, and from first to last employed some twelve men, but the outlay in time and money are as nothing to the result achieved.

GENERALS IN NEW COMMANDS.

The following announcement was issued from the War Office last months-

His Majesty the King, on the recommendation of the Secretary of State for War. has been pleased to approve of the following prospective appointments, which will take effect as the vacancies occur:---General the Hon. Sir N. G. Lyttelton, K.C.B., Chief of the General Staff, will succeed

General the Right Hon. Lord Grenfell, G.C.B., G.C.M.G., as General Officer Commanding the the Forces in Ireland. Lieut.-General C. W. H. Douglas, C.B., will receive an extension of one year in his appointment as Adjutant-General to the Forces.

General Sir W. G. Nicholson, K.C.B. Quartermaster-General to the Forces, will succeed General the Hon. Sir N. G. Lyttelton. General Lord Methuen, G.C.B., K.C.V.O., .M.G., General Officer Commanding-in-Chief the Eastern Command, will succeed Lieut. General Sir H. J. T. Hildyard, K.C.B., as

General Officer Commanding-in-Chief in South Lieut. General Sir R. MacGregor Sewart K.C.B., will succeed General Sir G. Luck, His Excellency the Officer Administering the K.C.B., as Lieutenant of the Tower of London. Lieut.-General Sir L, J. Oliphant, K.C.V.O. C.B., will succeed Lieut.-General Sir H. M. L. Rundle, K.C.B., K.C.M.G., D.S.O., as General Officer Commanding-in-Chief the Northern

Lieut.-General Sir A. H. Paget, K.C.V.O., C.B., will succeed General Lord Methuen G.C.B., K.C.V.O., as General Officer Com-

Command. manding-in-Chief the Eastern Command. HAMBURG.

SOCIALIST TYRANNY.

The tyranny exercised by the socialistic trade unions over the members, their aggressive conduct towards non unionists and the predominance of vague international sentiments over the love of their own country, have produced a reaction against their practice amongst the Gorman working classes. l'atriotic unions have been founded in many places whose aim it is to revive, and foster feeling of loyalty to Emperor and Country amongst their members, whilst carefully watching over their interests as working men. In order to atrongther their position, to extend their influence, they decided some time ago to combine under the name of "Bund Vaterlandischer Arbeiter Vereine" [Federation of patriotic working men's Association]. A provisional committee was elected for the purpose of putting the scheme into a workable form and of framing a set of rules. Having completed their labours, they convened a meeting of delegates of the different local associations to be held in Hamburg during the Whitsuntide holidays. At the first sitting on May 18th the chairman in his opening speech remarked that there were two classes of workers. those that worked chiefly with their hands and those that, worked with their brains and although it was the chject of their organization to safeguard and promote the interests of the former they must not forget that they owed much to the latter. In his opinion they would best serve the cause by working hand in hand with them, and it had been decided with a view to this that employers should be admitted as members, care to he taken however that the number of employees and their in fluence should preponderate, for they must rely upon themselves, upon their own strength and energy to develop and spread the movement. They were surrounded by enemies and on the eve of a serious contest. In the first place they would have to encounter the social democrats who so far had been content to ridicule their efforts but who would not shrink from the use of any means in their power as soon as they began to feel their growing influence amongst the working classes. They had other enemies too whom he would rather call opponents, this being a kindlier term for, to their surprise, they had met with disapproval on the part of many on whose support they had counted. They, like other trade unions, desired to improve the condition of the working classes, but they differed from them in this that they stood on national grounds and hoped to attain their object by peaceful measures, not from fear but because they entertained too leftly an opinion of their task to use any others. They could not tell whether the future would be bright or gloomy. They must therefore one and all firmly resolve to do their best in order that the edifice of which they were now laying the foundation stone: might become one of the most glorious in the country. He throught that he could not give expression to those sentiments in a better manner than by calling for three cheers for His Majesty the Emperor. The call having been responded to with enthusiasm, he proceeded to say that 27 associations had already joined, comprising some 7000 members who were represented on the present occasion by seventy delegates; three more, and very strong ones, were only waiting for ratificat ion of the intended step by their general meetings, to notify their adhesion. In view of this he thought he might venture to say that

The first of their rules reads as follows :-The object of the Federation of patriotic working men is to unite all Germans irrespective of oree ds and political convictions, who are true to the Emperor and the Empire, and who are in recei pt of wages or salaries from private firms or com panies and to combat the misleading political and; economic doctrines of the Social Democrats. They consider it their special duty to assist the working classes in their efforts to improve their position, but emphatically denounce class warfare and class hatred. INJURIOUS STRIKES.

the federation now numbered 10,603 members.

The next speaker laid stress on the injurious affects of strikes. Employers and employed were natural allies and he earnestly desired to see that weapon excluded from their a reenal. He hoped that the Federation would adopt this view in their endeavours to further the welfare of the working classes by the extension of social and labour legislation and by the strengthening of true patriotism. They all wished to stop the spread of internation alism as preached by the Socialists and to arouse in the minds of their fellow workmen a sense of national ideals. This would of itself arrest the progress of Socialistic unions and tend to free the working classes from their tyranny. Subsequent speakers expressed their satisfaction at the definite constitution of the federation and hoped that by affording protection to all who now stood in terror of the socialistic org anizations, it might assist in withdrawing them from their influence. They were all agreed that the interests of capital and labour were not antagonistic and that employers and employed by working barmoniously together were furthering the welfare of both. The majority however thought that strikes as a last resource could not be dispensed with a ltogether.

At a second meeting of the delegates the rules were discussed and accepted; the question whether the right to strike should be eliminated from their programme again stood in the foreground of the debats, but as on the previous day the majority, whilst denouncing the frivolous use of strikes, was of opinion that as an ultima ratio it could not be given up entirely. BUILDERS' STRIKE,

In strong contrast with the peaceful policy advocated at these meetings stands the incessort agitation on the part of the socialist leaders.

carpentors in Berlin, who were receiving 6/9d for a nine hours day, demanded an increase of 12% in pay and a reduction of an hour in time; the masters offered a progressive rise during the next three years, but insisted on nine hours work, which the men refused and a strike appearing imminent, the employers at once proclaimed a general lockout in the building trade. Although the bricklayers and carpenters number but 50,000, about 100,000 men will be thrown out of work, such as mesons, joiners plumbers, bouse-painters, and others who are dependent upon them for employment.

MORE TROUBLE AT HAMBURG. Here too fresh troubles have broken out. Last week the leaders of the Hamburg-Altona seafaring men's union, without any provecation and without consulting the members, distributed handbills calling upon sailors, engineers and stokers to refuse to engage on board any foreign-going vessels belonging to the two ports and to cancel previous engagements. Whit Monday they addressed a letter to the Shipowners' Association proposing a conference which the lutter declined on the plea that the chairman of the men's committee had as editor of the recognized organ of the union for several years past assailed them in his paper in most abusive and reurilous language. They however elected by the men from amongst themselves dinner? declared their willingness to meet any delegates as soon as they should be in possession of clearly formulated demands. The committee in their reply agreed to this, enclosing a "tariff", but as the terms employed left it doubtful, whether they themselves did not mean to form part of the delegation, the shipowners again refused, whereupon a strike was immediately proclaimed, which however is not to include men engaged in the river traffic. If persevered in it will seriously affect the trade of the port which is only slowly getting into working order again after the recent disturbances. The frivolity of the proceedings is clearly proved by the explanation one of the leaders gave to the men at a public meeting. He said that their policy must be to harass the employers by continual strikes until they were ready to submit to their

The movement is extending to Bremen and other German ports and I hear that in Liver. pool too the sailors, engineers and trimmers have put forward fresh demands, threatening to lay down work unless they are granted. They count upon the support of the carters and other | precedented speed between London and Edinbodies employed in the port affected urgently solicit the co operation of all trades in keeping away men willing to work.

SINGAPORE CRITICISM.

The annual report of the Registrar General of Hongkong contains statistics regarding the emigrant traffic between Hongkong and other ports chiefly the Straits Settlements, for the report states that 96% of all the emigrants examined were coming here. The Assistant Registrar General conducts these examinations, and the fact that the report shows only 190 hours, during the year, to have been spent in conducting such examinations it must be assumed that the work was conducted somewhat superficially. Considerably less than one percent, of those examined were detained for fur ther inquiries, though on the two occasions on which emigrant ships had been visited a number of cases of boys or men who were being taken abroad under false pretences was discovered. Judging from the report, the Hongkong authorities, in making these investigations, seck only to ascertain whether any of the emigrants are being led away against their will or under false impressions. The suitability of the emigrant from the standpoint of the employer of labour here dees not appear to be a subject with which the Registrar-General or his Assistant is at all concerned But legislation which has been enacted here within the past eighteen months has done more to protect the Colony in this respect than anything which could be expected from the Hongkong officials. When the steamship officials learned to understand that they were liable to be called upon for damages for the landing here of worthless characters, and in many instances were compelled to remove from the Colony, at their own expense, passengers who were refused a landing here, they began to be much more careful as to the class of passengers they brought than they had been in former days. Still there is room for improvement along this line, though the lesson is being learned from time to time. As regards the emigration from Hongkong of coolies who are brought hither against their will, the Hongkong authorities need not give themselves much concern. The Chinaman who wishes himself back in "China is rara avis indeed. The trouble with our authorities is to get the undesirable immigrants away and keep them away. The immigration problem does not worry Singapore nearly as much as it used to. With the completion of he new Houses of Detention next year, Government will be in a position to deal satisfactorily with all undesirable aliens, and is already obtaining a much better grasp of the problem than it has ever had previously. We cannot commend too highly the policy of deportation of undesirable enforced by the Governor. Already, it has had a salutary effect among the troublesome classer, and the criminal staticties of the Colony are now more satisfactory

MANCHURIAN RAILWAY.

HUGE ORDER BY JAPAN.

reading.—Strails Times.

It is announced by the New York World that the Japanese Government has placed \$2,40,000 in orders for equipment for the South Manchurian Railway, which it is desired to rush forward at the utmost speed. The line, which traverses 1,500 miles of sparsely-settled territory, is to be completed in the next two years, which will be record breaking time. To ensure quick delivery Japan has bought 50,000 tons of rails at the Carnegie mills for \$28.50, considerably ab ve the market price, and another order for 13,000 tons was placed at \$29. One firm has received an order for 1,000 goods trucks. The bodies of the cars will be built in Dalny. Over £400,000 has been spent on American locomotives, of which 200 have been sold for the South Manchuria line. From Dalny to Mukden, says the World, jubilantly, the traveller will ride in American cars pulled by Yan-At their instigation the bricklayers and kee locomotives, over United States Steel Trust FUNNELS AND FLAGS.

BIR JOHN GLOVER'S SUCCESSOR. On the ground of advancing years, Sir John Glover has intimated to the Committee of Lloyd's Register of British and Foreign Shipping his intention to retire at the end of June from the position of chairman of that society. The Committee has unanimously elected Mr. James Dixon to succeed Sir John Glover, Mr. Dixon has for many years been member of the committee of the General Shipowners' Society, and has occupied the post of president of the Chamber of Shipping of the United Kingdom. TENNIS AT BEA.

Tennis has never yet been played at sea under comfortable conditions, even if it has ever been seriously attempted. But the new 29,000-ten boat which Messrs. Harland and Wolff are building for the Hamburg-American Line will have a tennis-court, as well as a shooting-gallery, swimming-bath, and Turkish bath. This company has been particularly ingenuous in hitting | upon new devices for the entertainment of passengers, and, it is understood, has further novelties in view. Probably the tennis tourns. ment on an Atlantic liner is destined to become one of the most interesting recreative features of the voyage. It will assuredly overshadow deck quoits and other less exciting amusements: A billiard-room has always been a desideratum on board the modern liner, but hitherto no method has been discovered whereby the movements of the ship may be sufficiently nontralised. With the aid of gyroscopic apparatus, however, who knows but that "a hundred up" may not

S COND-RATE TRAMPS. Herr Ballin, the managing director of the Hamburg-America Shipping Company, makes some sensitional statements on British shipping in an interview which he has granted to a special representative of the "Frankfurter Zeitung." He declares that the overwhelming superiority of the British over the German mercantile marine exists only on paper, and adds .- "The British ships consist for the most part of second-rate tramps, constructed of the cheapest material and steaming only at the alowest speed." Referring to the subvention of the Cunard Line, Herr Ballin states :-- "In my opinion, every highly developed country should be content with those lines of steamships for which there is a natural demand. "The British nation acted on his principle for many years, and achieved her greatest success. It is only a few years since England abandoned her old-established methods, partly owing to fear of a gigantic shipping trust created by Americans. and partly owing to resentment at the progress made by the German mercantile marine in the Transatlantic shipping trade. The British Government would probably reject any proposal to sacrifice several millions sterling per annum to establish an express train service of unburgh. "Nevertheless, Great Britain considers it advisable to sacrifice many millions yearly in support of two ships in the service between Liverpool and New York, whose speed enables them to outstrip the liners of the Nordlentsche Lloyd and the Hamburg-America by one knot per hour. "That appears to be foolish, and even not devoid of dauger, because experience shows that highly subventioned companies of all nations have never been able to earn profits.

THE HAMBURG-AMERICA LINE AND According to Renter's Berlin Correspondent, Herr Ballin, director of the Hamburg-America Company, denies the report that the company is about to institute a direct service between Liverpool and New York. He admits that his company has come to an arrangement with Mesers. MacIver, the shipowners, whereby the latter become the Company's general agents, but says that it is not intended by the Hamburg-

Interviewed by a Liverpool representative regarding the original statement that a direct service of Hamburg-America steamers is to be established between Liverpool-and New York, and Herr Ballin's declaration that the company is not coming to the Morsey, one of the principals of the firm of Messrs. C. and D. MacIver, whom the original message credits with | day. having been appointed the permanent Liverpool agents of the German line, said he declined to enter into any newspaper controversy with Herr Ballin, whose published reply in the matter he described as v.ry diplomatic. "You may take it," said Mr. MacIvor, "that the and I do not care what view the Press may | gulden (about £12,400). take of it. Why, it must be apparent to the l stated." It is believed that the vessels, though largely belonging to the Hamburg-America Company, will sail in the name of C. and D. MacIver, and will fly the British flag, but Mr. MacIver on being interrogated as to whether this was not in reality a diplomatic move to obviate any possibility of British prejudice against German ships and German colours, contented himself with intimating that the near future would show definitely what has been arrauged.

MEICHANT SHIPPING ACTS AMENDMENT

of this Bill, in the House of Lords on May remedy an emission from the existing law. introduced no new principle of law and it did The Merchant Shipping Acts differentiated, as he thought, unfairly between barges capable of being propelled by sails and those which had no sails. Sailing barges were already protected. but those which had no sails, called dumb | will entail an expenditure of 20,000,000 kronen | barges, were not. But both classes of vessels did | (over £833,000). the same work and were exposed to the same ricks. These dumb barges varied in size from 20 to 200 tons, while the average size of sailing barges using the Port of London was about 1(0 ton; so that, except in the matter of sails, the two classes of vessels were very much of the same order. The only reason for this differentiation appeared to be that when limitation of liability was given to shipowners there was no association in existance for the protection of bargeowners' interests A similar Bill was approved by a Select Commitee of the House of Commons in 1892, and, if the Session of that year had been longer, he believed it would have passed into law.

Lord Muskerry pointed out that the difference between the two kinds of burges was that the sailing barge was under control and c rried a sufficient number of men, whereas a dumb barge might often be seen on the Thames with only one man on beard who could not possibly control the vessel alone. He suggested that the noble lord should accept, at another stage of the applicable only to those barges which bad at 'no interference with crew space accommodation, Whiteney appeared for the appellants; Mr. tion, accomplish marvels. least two men on board.

Lord Inverciyde said that steamers, before they obtained this limitation of liability, bad to undergo a number of Board of Trade inspections and surveys as to manning, lead-line, and so on, which barges had not to underge. Therefore, he did not think it was fair to put barges on the same footing as thips. He held that barges

which only navigated inland waters ought not to get this limitation, and those navigating estuaries ought only to have it when properly controlled. The Earl of Granard said that a certains amount of opposition to the Bill had been notified to the Board of Trade. Complaints were made that these dumb barges had increased

so much in size that when, not being under proper control, they can into a vessel they did an incalculable amount of harm. Therefore, the question of limiting their liability was a very serious one and would have to be very carefully considered. He proposed that if the Bill was read a second time the whole matter should be referred to a Select Committee before the claus a were proceeded with.

Lord Ampthill having assented to the proposal of the noble earl, The Hill was read a second time and referre

to a Select Committee. TO FIGHT THE SHIPPING RING.

In opposition to the powerful shipping ring which practically controls the trade between Great Britain and Australia, a new service of modern cargo boats has just been established under the name of the Alliance Line. Th promoters of the new venture are Messr Geliativ, Hankey, and Co., the head office being at Dock House, Billiter-street, London E.C., with branches at Glasgow, Liverpool, Manchester, Antwerp, Hamburg, Marseilles, Jebdah, and Port Sudan. Monthly services are to observed, both from London and Sydney.

Considerable promises of support have already been made by firms, who are desirous of patronis ing a company free from the "ring" system of deferred rebates, etc., and in view of the very rapid progress which has lately been made in the export of Australian products, exceptionally low quotations are being given.

THE HALL DIAMOND JUBILEE. In very quiet fashion the Hamburg-American Company has just colebrated the sixtieth anniversary of its foundation. The Germans are naturally very proud of this enterprise, for it is by far the biggest steamship company in the world. It owns no fewer than 361 vessels of which 159 are large ocean steamers, and the fleet totals 911,927 tons. Its services embrace practically the whole world, and now threaten to include Liverpool. The general impression is that all German steamship lines have been built Hamburg-American Company now boasts that | it does not receive a single penny in this form of Government aid. Indeed, Herr Ballin threw Lloyd in respect of a particular service because I it laid the company open to the charge of who enjoys the personal friendship of the German Emperor, numbers his Mujesty among A SHIPBUILDING EX IBITION IN 1908.

year. The German Emperor has shown his interest in the project by ordering that the great kilver models of ships given to him as presents many scientific, commercial, and sporting lopment of the sailing-ship from the days of exhibition will be arranged by the Society of mode's of docks, landingstages, and all the paraing industry has become, and how necessary a the year 1902 it reached its lowest point of Is.

DUTCH AND GERMAN COMPETITION.

The total loss hitherto sustained thus amounts | honds) amounted to \$4,452,958; less

name of the Dutch-Lloyd. The participation of the Netherlands Steamship Company in the Nationale Stoombootma-Lord Ampthill, in moving the second reading | the Dutch-Lloyd, and has laid before Parliament upon an acute stage.

Negotiations between British and German duly delegates with regard to the British and German load-lines have already begun in Hamburg. The differences between the two load-lines have make an arrangement seem probable. MERCHANT SHIPPING (TONNAGE DEDUCTION

FOR PROPELLING TOWER) BILL and pilots of dues and charges which properly ing up of capital, it should not have been may triumph in the future. belonged to them. A general feeling having treated as permanent, that the rate of exchange been expressed that the subject ought to be was not fair or proper, and that for other doubt with by the Government, this Bill was reasons the orders below ought to be reversed. deducting 60 per cent. for propelling power in | March 4 last, when judgment was reserved. Bill, an amendment which would make the Bill fixing the net registered tonnage. There was Mr. Eve. K.C., Mr. Jenkins, K.C., and Mr.

"TANSAN"

Boware of Bogus Imitations! The only genuine TANSAN bears the name of J. CLIFFORD WILKINSON on the labe

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PRICE & CO..

CASE OF 100 QUARTER BOTTLES SOLE AGENTS-

Bill. After the Bill was introduced there was respondents. a good deal of feeling excited about its provisions, i The Lord Chancellor,-In this appeal your the shipowners saying that it went too far and | Lordships are asked to refuse your sanction to the dockowners that it did not go far enough, a resolution for the reduction of its capital He accordingly invited the representatives of , which has been passed by the National Bank all the parties interested to a conference, with of China. The appellants represent a very the result that an arrangement was arrived at small proportion of the holders of founders' which would give satisfaction to everybody shares. But if this resolution is in fact unfair, probably except Mr. Brasley, of Penarth. The even a few opponents will prevail. The only Bill as it stood did not represent the agreement, question is whether it is unfair, for the but the amendments the Government proposed contention that it contravenes a bargain to introduce would. He ought to state that contained in the Memorandum and Articles of instead of 60 per cent, it was agreed that 55 per Association cannot be made good; and it is no cent should be the basis, and seven years were part of the business of a Court of Justice to given for the law to come into operation.

TRIMPHONE No. 135.

to a Select Committee..

-LAW REPORT MAY 28.

HOUSE OF LORDS

(BEFORE THE LORD CHANCELLOR LORD MACNAGHTEN, LORD ROBERTSON. AND LORD ATKINSON.]

POOLS AND OTHERS P. THE NATIONAL BAN OF CHINA (LIMITED).

This was an appeal from an order of the Court of Appeal (Lords Justices Vaughan. up on subsidies. Whatever may have been the Williams, Romer, and Stirling), dated April ease in bygone years, the fact remains that the 6th, 1905, affirming the decision of Mr. Justice Farwell, dated March 3rd 1905, granting the prayer of the petition of the respondent company to obtain confirmation of special resolution of up an arrangement with the Norddeutscher | the respondent company reducing its capital from £1,000,000 divided into 750 shares of £7 Such reduction was to be effected by receiving Government money. Herr Ballin, writing off the whole amount paid or credited as paid on each of the 753 shares of £1 each and cancelling those shares and by writing off the most able as well as the most influential of 43 per share, part of the sum of £8 per share which had been raid or credited as paid on the 40,453 shares of £10 each which had been issued Under the patronage of Prince Henry, the and by reducing each of the 9.3.925 shares of High Admiral of the German Navy, a ship- £10 each to a share of £7. The appellants were building exhibition is to be held at Berlin next | together holders of 44 founders' shares of the company and opposed the petition. The company was incorporated in 1891 as a company limited by shares under the Companies Acts. on the celebration of his silver wedding by 1862 to 1890, by the registration of a memorandum, accompanied by articles of association. societies shall be exhibited, to show the deve- The objects for which the company was established were to establish and carry on the the Vikings down to the present time. The business of commercial trading and commission agents and of bankers and financial agents in German Shipbuilding Yards; it will be held in the United Kingdom of Great Britain and Irethe Zoological Gardens, and will be open from land. China, Japan, Borneo, the Empire of April to October of next year. The models of India, the British Colonies, and other British phernalia connected with the shipping industry, of the Chinese Government gold bonds to be a striking object-lesson for showing the dollars. The value of the dollar had for some

considering the reduction it stood at 1s. 97d., and had risen, the appellants stated, to 1s. 1143 According to advices from Amsterdam, the On the hearing of the petition Mr. Justice directorate of the Royal Notherlands Steamship | Farwell was of opinion that he might fairly take Company stated at the general meeting of the | the value of the dollar at is. 8d, as likely to be shareholders that relatious with the German | permanent, but the appellants contended that shipping companies were strained. The meeting | such was not the true result of the evidence. statement which has been published as to gave its approval to participation in the nor in accordance with the fact. On the hearing our position in the matter is absolutely Nationale Stoombootmastschappy to the extent of the petition the company alleged that its accurate. I know what the arrangements are of 250,000 gulden (over £20,600), and in the financial position at December 31, 1903, was as which have been entered into with Herr Ballin, Netherlands Lloyd to the extent of 150,000 follows:—The capital paid up was £324,374 The Netherlands South American Line has reserve fund accumulated out of not profits meanest intelligence that they would not again concluded its business year with a loss \$175,533; undivided profits, \$11,668-\$389;174 appoint agents in Liverpool if they did not | which this time amounts to 254,000 guiden | or at the exchange of is. 8d=£32,431contemplate some action in the direction (about £21,000). Of this loss 44,000 gulden total, £356,805. The assets of the bank (about £3,30%) are upon voyages of steamers. Lother than the Chinese Government gold to 910,000 guiden (over £74,000). The South | liabilities, \$2,213,289-\$2,239,669; or at the American line has been reconstructed under the | exchange of is. 8d.=£186,639; Chinese Govern. ment gold bonds, £27,300—£213,939; showing a loss of capital to the amount of £142.866. was proposed to write off this loss of £142,866 atschappy and in the Dutch-Lloyd forms a part | by appropriating the undivided profits at of the pelicy which aims at a complete December 31, 1903, \$21,668; capital reserve amalgamation of all the Dutch steamship | fund, 8191,973; part of the profit reserve fund, companies, and is directed against foreign and | \$34.443-\$246.084; or at the exchange of 1s. especially German competition. The Dutch | 8d =£20,757; by writing off the whole amount Government has declared its readiness to support | paid on the founders' shares, £750; and £3 per share of the amount paid up on each of the a Bill for subsidizing this line, which plies 40,453 issued ordinary shares, £121,359-28th, said the object of it was merely to between Holland and Argentina and Brazil. £122,109; total, £142,866. This would leave historical Lombard family, settled down eight The Bill is opposed by the Ratterdam Chamber | the paid-up capital represented by 40,453 shares | years ago in the ancient castle of his ancestor of Commerce, which is doubtless influenced by of £7 each, £5 paid, £202,265; and the reserve in Milan, having till then travelled abroad and not modify any existing principle. Its object | the circumstance that the competing German | fund would be reduced to \$140,090=£11,674. had frequent intercourse with the chief leaders was to extend to owners of lighters, barges, and lines call at Rotterdam. If the measure is It was alleged by the company that the retention of German Socialism, chiefly Herrn Bebel and like vessels the same protection as to limitation | passed the relations between the Dutch and the of a reserve fund of at least £11,674 was neces | von Wolmar, by whom he was converted to of liability as was now given to shipowners. German steamship lines will doubtless enter sary to support the credit of the company as a Socialism. On his return to his castle the duke The Austrian-Lloyd intends to place large lants did not admit that such retention was accordingly withdrew all his large estate surorders at home for shipbuilding material during necessary, and stated that in any case the rounding the mansion from its former tenants. the next few years. These, together with wages. founders' share capital could not be written off and completely gave it up for cultivation until the whole of the reserve fund had been ex- to 137 families of his peasanté, who formed general meetings held respectively on September estate. At first the experiment gave excellent 3. 1904, and September 24, 1904, this proposal results, and the economical condition of the been reduced to such small proportions as to same effect at a separate meeting of the holders they grew lazy, and, neglecting agricultural No meeting of the holders of the founders' according to the agreement, were to be left On the order for the second reading of this article 17 of the articles of association. The to complete failure through the pernicious work Bill, Mr. Lloyd-George (Carnarvon District) reduction proposed to be effected did not of the Socialist leaders, who have induced the said this was a Bill which was agreed to by involve either the diminution of any liability peasants to claim ownership and refuse to work. almost all those specially interested in the in respect of unpaid capital or the payment to The duke is deeply affected, and acknowledges subject. It was compained by dockowners and any shareholder of any paid-up capital. The that his dream has vanished. He is persuaded pilots that in the matter of tonnage measure- appellants contended that the company had not that the peasants ignorance still makes collectiment the ingenuity of naval architects was lost capital to the amount stated, nor was vism impossible. The dake will apply to the exercised more and more so as to reduce not capital to that amount unrepresented by availativibunals to resume possession of his estates. tonnaga in such a way as to deprive dockowners; ble assets; if there had been such loss or lock- though he is hopeful that his Socialistic ideal

which was is ft entirely outside the scope of the Upjohn, K.C., and Mr. A. R. Kirby, for the

12, QUEEN'S ROAD CENTRAL.

WINE AND SPIRITMERCHANTS.

determine the wisdom of a course adopted by a The Bill was read a second time, and on the company in the management of its own affairs. motion of Mr. Lloyd-George it was then referred I can see nothing that ought to induce your Lordships to interfere with the conclusion arrived at by Mr. Justice Farwell and by Court of Appeal, And I am the more inclined to agree with them by the consideration that the appellants made no specific proposal in either of the Courts below, though they maintained here that the scheme for reduction might have been so modified as to preserve their interest without thwart ing the policy of the company. The conduct of an opposing minority is not without its significance in considering such questions as are now before the House. Nor is it an indifferent matter from the same point of view that the appellants deferred their appeal to this House to the very last day, while the resolution sanctioned by the curt was in full operation, and shares presumably changing hands on the footing of its validity. Apart, however, from these latter considerations, I think this appeal should be dismissed.

Lord Macuaghten delivered judgment arriv ing at the same conclusion. Lord Robertson and Lord Atkinson concurred, and the appeal was dismissed with costs.

600 YEARS' INTEREST.

PAYMENT OF £40,000,000 ASKED FOR

Reports recently revived that the representatives of the ancient Florentine family of Peruzzi intend pressing their claim upon the English Royal Family for the liquidation of immense loans made to the first three Kings Edward have led the "Corriere della Sora" to institute special inquiries in Florence.

The Marchess Vicenzo Peruzzi, the present head of the house, is now away in London for his marriage with Miss Betty Cox, the daughter of a deceased magistrate. The other members of the family profess to know nothing about the revived demand for restitution, but on learning vessels will be furnished by the three Imperial dependencies in the East, America, and the the particulars remarked that though accord-America Line to establish direct steamship shipbuilding yards, and by 31 private yards. Philippine Islands, and elsewhere, as might from ing to British law the recovery of both capital communication between Liverpool and New There will be exhibited the fittings and general time to time be determined, and other uncillary and interest was now barred, yet debts of this arrangements of the great Atlantic liners, with objects contained in the memorandum of association kind in the case of Royal Families remain debts tion. The company's funds, with the exception of honour uncancelled by the lapse of ages. The phernalia connected with the shipping industry, of the Chinese Government gold bonds sum of 1,000,000,000,000 (£40,000,000) does not passenger and cargo alike. This exhibition is hereioafter mentioned, were represented by represent the real total advanced by the merchant brothers, Simon and Bindo Puruzzi, but Germans how great an industry the shipbuild- years previous to the year 1902 been falling. In includes interest calculated in respect of the 6 0 fodd years that have pass d since the first loan, strong German Navy is becoming from day to 63d., and at the date of first meeting for amounting to 60,000,000 line (£2,400,000), advanced to Edward I. in 1300. One of the original bills of exchange is preserved in the British Museum. The researches of the "Corriere della Sera" have verified the insissima verbs of the boast made in the last century by the Italian patriot, Ubaldino Peruzzi, then Mayor of Florence, at a banquet he gave in honour of the then Lord Mayor of London during the latter's sojourn in florence. "The ancient Florentine merchants, Peruzzi and Baldi, lent such a sum to English | Sovereigns, " exclaimed Signor Ubaldino the capital reserve fund was \$191,973 Perozzi, "as to-day, perhaps, no Crown treasures themselves would suffice to pay. The Lord Mayor, struck by the allusion.

later signified to Signori Peruzzi and Baldi that a concession could be granted them to ornament their family crest with the English Royal arms. Signor Buldi accepted the offer, as visitors to Florence may see by noting the family tree in the private chapel belonging to the Baldis in the Basilica of Santa Croce. The Peruzzis, however, declined the quasibribe, though the prestige of their house had sadly waned meauwaile, owing to faithless

EXPERIMENT IN SOCIALISM.

Duke Powpeo Litta, the last member of an bank and to meet contingencies; but the appel. decided to put his new ideas into practice. H. hausted. By a special resolution of the company an agricultural colony. The rent of £1.000 passed and confirmed at extraordinary yearly was very small for such a vast was accepted. A resolution was passed to the labourers improved greatly. Lutterly, however, of the ordinary shares held on September 3, 1904, work, began cutting down the woods, which shares of the company was held pursuant to untouched. To day the experiment has come

The keystone of England, as well as of introduced, and it went on the principle of The arguments were heard on February 28 and France, is the middle class. The forces which come from the people and from the lower middle class, together with determined ambi-

THE MARKSER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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STORIED GODOWN No. 127, Wanchai Road. Apply to-

REUTER, BROECKELMANN & CO. Prince's Building. Hongkeng, 27th June, 1907. FOR SHANGHAI.

TITHE P. & O. S. N. Co.'s Steamer'

"CHINA," Captain E. Street, will leave for Shanghai TO-DAY, the 27th inst., at 10 A.M. For Freight or Passage, apply to E. A. HEWETT. Superintendent.

Hongkong, 26th June, 1907 NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer

"CHINA." FROM LONDON BOMBAY, COLOMBO AND STRAITS.

· Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex s.s. "Macedonia." From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers, Optional goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 2nd July, at 4 P.M., will be subject to rent. No Fire Insurance will be affected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within left the Godowns.

E. A. HEWETT, Superintendent. -Hongkong, 26th June, 1907,

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES,

S.S. "TUDOR PRINCE," FROM NEW YORK,

MONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Codowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 2nd July, will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognized,

No Fire Insurance has been effected. Bills of Lading will be countersigned by ARNHOLD KARBERG & CO., Agents.

Hongkong, 26th June, 1907.

LOST.

N June 18th, off Lai-Chi-Kok, One WHITEHEAD TORPEDO. The position of the Torpedo is marked by a small Red Buoy, midway between Chung Hue Rock and the Western Point of Stonecutters' Island. A reward of Fifty Dollars will be paid for

its recovery. Apply to-H.M.S. "TAMAR."

Hongkong, 27th June, 1907. HONGKONG AND SHANGHAI

Banking CORFORATION.

NOTICE. INCREASE OF CAPITAL.

CHAREHOLDERS are reminded that the FIRST CALL of £15 Sterling per share pass to the eastward of on the NEW ISSUE OF SHARES will be in thick or foggy weather. payable on the lat July next. For THE HONGKONG AND SHANGHAL

BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 24th June, 1907.

NAVY CONTRACT.

VENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, etc. at Hongkoug for a Period of 12 Months from the Silver let August 1907.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be RATES FOR SOVEREIGNS, GOLD returned not later than Noon on 18th July

A deposit of One hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of

tender. Hongkong, 24th June, 1907. NOTICES OF FIRMS

NOTICE.

TOROM the 1st day of July 1957, the Business and Responsibility of The KOWLOON HOTEL will be taken over by MR. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE alone, J. W. OSBORNE.

NOTICE.

Hongkong, 20th June, 1907.

THE Interest and Responsibility of EDWARD CONSTANT RAY in the business carried on by him as a Ship and General Broker under the style of "E. C. RAY" coased on the 28th February, 1997. The business of a SHIP and GENERAL BROKER carried on by me under the said style of "E. C. RAY" since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY. Hongkong, 25th June, 1907. NOTICE.

TATE BEG TO GIVE NOTICE that we have taken over the Assets and Liabilities of the EAST ASIATIC TRADING COOMPANY. The business will be carried on under the name and style of SCHULDT & Co. at Hongkong,

Hong names 行泽亨元 闭公士刺些 sgair SCHULDT & CO. No. 2, Connaught Road.

Hongkong, 25th June, 1907 COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

TROM This Date until further notice MR. PERCY TESTER has been appointed ACTING BRANCH MANAGER and UNDERWRITER of the above Company for Hongkong and South China. W. H. TRENCHARD DAVIS.

B anch Manager and Underwriter.

INTIMATIONS

Hongkong, 26th June, 19e7.

THE EASTERN EXTENSION. AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

DEFERRING to the NOTICE of 21st March last, Senders of Telegrams are hereby advised that, from the 1st July next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE

J. M. BECK. Superintendent. Hongkong, 20th June, 1907. THE GREAT NORTHERN TELEGRAPH

COMPANY, LIMITED. HONGKONG STATION.

IDEFERRING to the NOTICE of 20th December, 1902 and subsequent Notices, ten days of the steamer's arrival here, after | Sonders of Telegrams are hereby advised that which date they cannot be recognised. No from 1st July next the currency equivalent of Claims will be admitted after the Goods have the Franc will, subject to revision after three months, be fixed at Dollars \$0.38, at which rate the charge for all Telegrams will be collected from the said date.

> OLAF NIELSEN. Superintendent. Hongkong, 20th June, 1907.

BRITISH STEAMER "NETHERTON TOY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive Tenders for the Purchase of the abo e Steamer as she now lies at Singapore in a Fire Damagedcon lition.

Tenders must be delivered not later than 10th July. GILMAN & Co. Lloyds Agents. Hongkong, 19th June, 1907.

NOTICE TO MARINERS. No. 2 8 (Special), CHINA SHA.

SHANGHAI DISTRICT.

SOUTH CHANNEL -- ENTRANCE TO THE YANGTZE.

KIUTOAN GAS LIGHT-VESSEL. REPLACED IN POSITION.

DEFERRING to Notice to Mariners No. 296 (Special). Notice is hereby given that the KILTOAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDRIDGE. Acting Coast Inspector. Coast Inspector's (ffice, Shanghai, 17th June, 1907. NOTICE TO MARINERS.

No. 299 (Special). CHINA SEA.

SHANGHAI-NINGPO DISTRICTS.

LOCATION OF TONGTING ISLAND FOR SIGNAL.

AVING reference to Notice to Mariners No. 283 (Special), NOTICE IS HEREBY GIVEN that, because most large vessels that pass Tongting Island keep to the eastward of it, the Fog Horn has been placed on the East side of the Island. All' vessels are therefore recommended to pass to the eastward of Tongring Island

T. J. ELDRIDGE. Acting Coast Inspector. Coast Inspector's Office, Shanghai, 18th June, 1907. ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

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REUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agants, Hengkong, 27th April, 1907. THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (FIRE AND MARINE INSURANCE COMPANY.)

FITHE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS, at Current Rates. LUTGENS, EINSTMANN & Co., Hongkong, 1st January, 1907.

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Hongkong, 21st September, 1903

ON SALE.

OUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press" Office.

Hongkong, 27th February 1907 COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

CHILDREN OF FAR CATHAY. A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALC JMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C M.G. and Dr. A. RENNIE.

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Doors open 8.30; Commence 9 P.M. Plan now open at S MOUTRIE & Co. Hougkong, 13th June, 1907.

"THE PRIVATE SECRETARY."

AUCTION

PUBLIC AUCTION.

FRIHE Undersigned has received instructions from the Executor of the Estate of the late Mr. WEI ON to Sell by Public Auction,

SATURDAY, the 29th June, 1907, MONDAY, the lat July, 1907

TUESDAY, the 2nd July, 1907. Commencing each day at 230 . P.M. At No. 57, Caine Road, THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE Comprising :-SILK BROCADE UPHOLSTERED DRAWING ROOM SUITE, OVERMAN. TELS, VELVET, PILE CARPETS, RUGS, LACE CURTAINS, BOOKCASES, BOOKS

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1500 , 25.00 2000 ,, 35,00 ,, 95.00 Also Stamps in bags, sets, &c., &c. ARTISTIC PICTORIAL POSICARDS & all other Philatelic Goods. Inspection invited. GRACA & CO.,

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(late of "Tang Yuen,")

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TO LET.

TOS. 3 & 5, CARNAVON VILLAS, Kowloon. Apply to-HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st May, 1907.

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WITH POSSESSION FROM 1ST JUNE-IN WANCHAI ROAD. ODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to— Care of "Daily Press" Office.

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A HOUSE in Wong Net Chong Road,

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1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3ED YEAR OF Tung Chi to the 39th Year of Kwong aut.

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2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-For 12 months 44 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong. CHAS. R. SCOTT. Manager. Hongkong, 1st January, 1997.

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PAID-UP CAPITAL\$10,000,000 RESERVE FUND-STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 11,000,000

821,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

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Chief Manager, Hongkong, 14th June, 1907.

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3 do. 31% do. J. L. VAN HOUTEN Agent, Hongkong, 8th June, 1907.

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INCORPORATED BY ROYAL CHARTER, 1859 HEAD OFFICE-LONDON.

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JOHN ARMSTRONG. Manager. Hongkong, 16th May, 1907.

OTHE MERCANTILE BANK OF INDIA, LIMITED.

SUBSCRIBED 1,125,000 PAID-UP 582,500 RESERVE FUND 170,030

BANKELS: LONDON JOINT STOCK BANK, LIMILED. INTEREST allowed on Current Accounts a

the rate of 2"/, per annum on the Daily balan e ON FIXED DEPOSITS :--For 12 months...... 4 % 21% EVAN ORMISTON,

Manager. Hongkong, 30th April, 1907.

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Head Office-Shanghai, BOARD OF DIRECTORS. BESLIN

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Hongkong 7th January 1907.

THE OROHAMA SPECIE BANK | ners wished to include in the bill of lading. LIMITED.

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HEAD OFFICE-YOUGHAMA.

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TAKEO TAKAMICHI,

Manager. Hongkong, 6th April, 1907.

MERCHANTS AND SHIPOWNERS.

MOVEMENT TOWARDS CO-OPERATION.

Sir Joseph Ward, the Premier of New Zealand, made some remarks in the Manchester Town-hall, at the beginning of this month, which expressed very aptly what has been in the minds of a keenwitted section of British merchants and shipowners for some time past The advice was, in effect, that in order to meet the very enterprising competition of our foreign trade rivals there should be active co-operation between the great shipowners and merchants of this country. Certainly it should not be left to foreign merchants and manufacturors along to realize that the flag which shows the nationality of the ship indicates as well in a large degree the nationality of both shippers and shipments. Any one familiar with our moreantile marine knows the persistence with which foreign shipowners have fought the way into services in which one would have thought they had very little claim to appear at all, and merchants know only too well the disturbances which have been caused in the freight market while the fights were in progress. Objectionable as all these commotions are to the merchants, however, British shipowners have no quarrel with enterprising foreign competition so long as the competition is of such a kind as they can mee' themselves in open fight; what they do object to are systems such as the State-aided Through Railway and Shipping Rutes operating in Germany (explained fully in these columns on March 18), which Brilish shipowners find place them at such a serious disadvantage in international trade. Shipping freight wars from one cause or another, have been numerous, and if morehants of this country nave often found themselves in the position of pawns in a game played by conflicting shipping interests, it is to some extent their own fault for not realizing their strength and banding themselves together to make their influence felt upon the carriers of their curgo. THE ORIGIN OF MERCHANT ASSOCIATION.

Though the movement in favour of strong merchant associations has undoubte lly received encouragement from the recent remarks of the New Zealand Premier, there is nothing now in the idea. It goes back to 1888, if not further, when a meeting of South African merchants was convened at the Cannon-street Hotel by Sir Donald Currie as a result of a wish expressed by the Cape Town Chamber of Commerce. That meeting resolved to appoint a committee of 12 to confer with the shipowners; but nothing further came of the resolution. Another meeting of South African merchants and others interested in the trade was held in 1892, at which Sir Donald Currie was unanimously voted to the chair, and as a result of the meeting a committee of merchants was brought into existence which soon proceeded to show that it was no dummy affair. In passing, it may be useful to note a satisfactory point which the shipowners gained by a discussion of views with the mor-Merchants' Committee passed was to the eff ct that, having regard to the rates of freight in the Australasian and other trades then obtaining, the rates of steam freight with South Africa were greater than the then situation warranted. This, as was pointed out to the merchants, was hardly likely to be regarded by the shipowners memorandum setting out the final results of the and ship wners ran thus:-

with the Merchants' Committee. In 19 2 Mr. W. this advantage—that either side can approach side.—Times, the other for mutual discussion whenever the circumstances of the case render it necessary or desirable." With regard to the agreement in its present form, it is interesting to note that it is not improbable important developments may occur in the course of a day or two.

THE AUSTRALABIAN TRADE Some very valuable evidence was given last month before the Royal Commission on Shipping Rings by Mr. E. B. Tredwen, senior partner of the firm of Gilbert J. McCaul and Co., and chairman of the Australasian Merchants' Association since its inception. The history of the formation of this association is instructive and is well wor'h recounting here. In 1902 the merchants in the Australasian trade received a new form of bil of lading containing several new clauses to which certain of the merchants took exception. Accordingly, six or seven of the individual firms met the shipowners of the trade in conference, and the shipowners admitted that to some extent the merchants had made out a fair case for some of the alterations asked, but they told the merchants that they were merely individual firms, and not representative of the trade, and that if their requests were granted, possibly next week some other firm or group of merchants might come with some other plea and there would be no finality. Mr. Tredwen replied that if the requests were refused because he and his friends had no mandate from the trade, a mandate should be obtained. A meeting of merchants engaged in the trade was called by advertisement, and as a result the association was formed and with the mandate the merchants were able to secure a considerable modification of clauses which the shipow-

CONSTITUTION OF THE AUSTRALASIAN ASSOCIATION. Unlike the South African Merchants' Committee, the Australasian Association is duly incorporated and is prepared to fight bodies, such as railway companies, lightermen, and shipowners with which its individual members may be in dispute. Its membership numbers at present about 25 of the leading Australasian merchants and Mr. Tredwen, pressed before the Royal Commission now sitting to say what proportion of the trade with this country the membership represented estimated it possibly at one-half. The subscription has recently been put at only one guinea, though originally it was essential for intending members to subscribe for £100 worth of shares, £10 paid up and an annual subscription of £1 ls. The lowering of the subscription will, it is thought, add largely to the roll of membership.

BENEFITS DEBIVED FROM ASSOCIATION. As an example of the influence which may be exerted in the interests of British trade by a strong association of merchants, it may be interesting to recall what happened two years ago when a freight war in the New York-Australasian trade was being fought. It will be remembered that the White Star Line joined

in the fray and proceeded to carry cargo from New York to Liverpool, transship it there, and send it on to Australia at a through rate of 15s. to 20s. a ton. In other words, as was pointed out in these columns at the time, the company brought cargo across the Atlantic for nothing at all, and then carried it on Australia at a lower rate even than it charged for British morehandise shipped in the same ship to the same ports. The merchants forming the association realized their strength and resolved to do without the services of the White Star Line, as far as possible, in the carrying trade from this country to Australia. A general meeting of the merchants in the trade was also called; and it was pointed out to them what pressure it was thought proper to exercise on the lines which were obviously working in the American interests. The difficulty is now in course of settlement, and already the rate of freight on close weight of all descriptions of

goods from Ameria to Australia is assimilated

with that from the United King lom. Again, within the last few weeks there has been an attempt by two German lines to claim a rather handsome share in the New York-Australasian trade, and cards have been issued aunouncing the suling of German steamers in conjunction with the Tyzer Line. At present, though the first German steamer in the "United Tyzer Line" was advertised to sail so long ago as April 20, no sailings have taken place, and consequently no reduction of freight rates has been brought about. But were this to occur there is no doubt that it would be just such a case in which the Merchants' Association would make its influence felt. The fact of its existence makes reasonable discussion between the merchants and enterprising shipowners essible, and a determination to pass over the ships of an owner who allied himself with foreign lines to the disadvantage of British owners and British merchants would only be a last resource. The effort of the German lines is somewhat analogous to the recant attempt, successfully withstood, of the Haust Line to squeeze the P. and O. Company in the Autworp-Indian

In the Australasian trade there is a commission or rebate payable to merchants confining their shipments to the Conference lines, but there is no agreement between the two parties as to the working of the services such as exists in the South African trade. It will no doubt be practicable for the Merchants' Association to angotiate for a compact satting out clearly certain of the agreements regulating the trade, which at present are only tacitly understood.

It should be remembered that marchants are very shy of violent rejuctions of freight rates even in the home trade. In the first. place, these often cause large depreciation in the value of stocks; and, in the second place, they know, as business men, that as soon as the line which is forcing its way into a trade has secured its feeting, the Shipping Conference will raise its rates, and to such an extent as will covar its losses during the period of reduction. Thus, the merchants chants. The very first resolution which the pay in the long run the same amount of freight money, and individual firms may lose large sums through depreciation of stocks and the impossibility of knowing months ahe d what freights will be when quoting c.i.f. prices.

A favourable augury for the development of merchant association is that many shipowners as a favourable opening to the negotiations, and | regard them in a very sympathetic light. The it is significant that the first clauses of the trouble which is saved by discussion with representive men is very great, for in the shipmeetings of the joint committee of merchants ping trad endless matters continually come up for adjustment. One point deserves atten-Important reasons having been adduced why ton. Witnesses before the Royal Commission it may be reasonable for the rates of freight to have been asked if they thought it be increased, it is agreed that the shipowners | practicable to form merchant associations in shall judge when such increase shall take place, trades other than those touched upon in this artiit being understood that the rates of freight are | cle, and they have expressed opinions that it would not to be increased (a) until after reasonable be impossible, owing to the jealousies and conflic notice has been given; (b) beyond certain limits ing interests of the merchants. Yet the se difficult ties are by no means proving insurmountable Bo much for what the shipowners gained by in the South African and Australasian trades. an open discussion of views. Important concest where, as may be imagined, the rivalry is just sions, such as an assurance that no cargo should as keen as in any other in the world. If the be taken on ship's account, were secured by the | Conference system among shipowners is to conmerchants, and the present system of "commis- tinue (and it exists at present in nearly all big sion" (or "rebate," as it has become more popu- shipping trades) the development of strong larly known) is an outcome of the shipowners | merchant associations seems the natural sequence. The two parties have to a large extent Garland Soper, chairman of the Merchants' Committee, gave evidence that, on the whole, the combating foreign opponents their strength compact had worked fairly well, and "has in it will be more than doubled if they fight side by

> How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Pondra Charmante will enable you to do it. Her lifetime, A. S. Watson & Co., Ltd., Sole Agents

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card 30 Cents

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FERRY WHARF STALL. Hongkong, 22nd December, 1903. la like tradition was grown to the tradition of the control of the control of the control of the control of the

STORAGE. FOR COAL, TIMBER, &c.

INO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE. Portious of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

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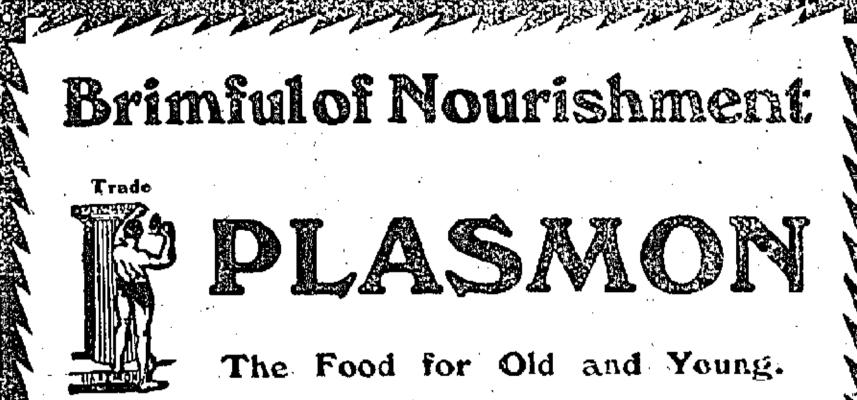
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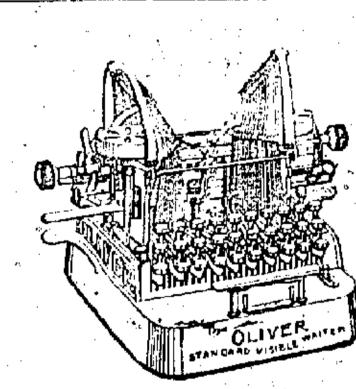
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for the preservation of the Teeth is to keep them clean by constant attention at least every morning and evening.

An Antiseptic.

,我就是<mark>是我们的人们的,我们就是我们的,你就是没有</mark>我的,我们就是我们的,我们就是我们的,我们也不是这么多,我们就是我们的,我们就是我们的,我们就是这个人,我们

Cleausing with this well known dentifrice tends still further to secure the preservation of the teeth and hygiene of the mouth.

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so easily, so pleasantly, and so thoroughly. That is why it is in such constant demand all over the world. SOLD BY LOCAL CHEMISTS AND STORES.

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SHIPPING.

ARRIVALS. CHINA, British str., 4,166, E. Street, 26th June - Bombay 12th June, Mails and General—P. & O 'S. N. Co. CHIYUIN, Chinese str., 26th June -Canton. GEBAN MARY, Japanese str., 1,852. Nagatsu, 26th June - Kutchinotzn 19th June, Gen-

eral-Mitsui Bussan Kaisha. GLENFALLOCK, British str., 1,435, Hainsworth, 26th June-Singapore 20th June, General -Chinese.

Honokono, French str., 739, T. Corlie, 26th June Hainhong and Hoihow 25th June, Rice, General & Pigs-A. R. Marty. KANJU MARU, Japanese str., LO12, K. Hashimote, 25th June-Singapore 19th June, General - Fakusei & Co. Kwangtan, Chinese str., 1536, Wm. H. Lunt

3 Támese. MERCEICES British transport, 3 000, McGregor, 25th June-Weihaiwei -Admiralty. NISSIN MARO, Jupanese str., 2,725, S. Natsame, 25th Jane-Saigen 22nd Jane, Rice Dod. well & Co. **

25th June - Shanghai 22nd June, General

Tubon Prince, Pritish str., 2,782, McDougall NAPLES, HAVRE & HAMRU 26th June-New York via Singapore 25th NAPLES, GENOA, GIBRALTAR April, General-Arnhold, Karberg & Co. NAPGES, HAVRE & HAMBU YOCHOW, British str., 26th June Canton NAPLES, PLYMOUTH, HAV

CLEARANCES At THE HARBOUR SLASTER'S OFFICE 26th June. China, British str., for Shanglesi Linear, British str., for Shanghai Danfa, British str., for Saigon. Perlak, Dutch str., for Sumatra Stentor, British str., for Swatow Telemichus, British str., for Saigon Kictoria, Swedish str., for Snigon.

DEPARTURES . 26th June. Canron, British str., for Hongay Fig. Norwegian str., for Canton

HITACHI MARU, Jap. str., for Singapore. Hurenow, British str., for Cheloo. J. DIEDERICHERS, German Str., for Hollow KWANGTAR, Chinese str., for Canton, SINGAN, British str., for Haiphong TATSU MARU, Japanese str., for Dalay Wingsang, British str., for Moji.

> SHIPPING REPORTS.

The British str. Tudor Prince reports: S rong S. W. winds and heavy sens with much rain. The French str. Hongkong reports : Moderate breize Easterly & Northerly swell and showery weather.

. The Chinese str. Kwangtah repo ts: Moderate | MANILA E. to N. F. winds to Tung Ying hence strong N. F. winds and cloudy weather. The British str. Glenfallock reports: Left Singapore as above. Had light wind and fine weather till 23rd thence strong S. W. mons, on and squally till mon 24th thence to port strong N.E. wind thunder and lightning and squally weather

ABERTERN DOCKS .- Fulusha Maru. LOWLOON DOCKS-Tjilatjap, Hupeh. Wingsany, Choising, Sumatra, Neil Meterd Pocahontos, H.M.S. Famor, H.M.S. Sandpiper COSMOPOLITAN DOCKS. - Kaipan, Yuensang.

VESSELS ON THE BERTH CHINA COMMERCIAL S.S. CO., LTD:

NOTICE.

IN Steamship

"MARIE! Capt. G. C. Christiansen, will be despatched for SALINA CRUZ, MEXICO, via MOJI, Ports. JAPAN, TO-DAY, the 27th June, at 4 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD., Hotel Mansion.

Hongkong, 29th May, 1907. FOR SHANGHAL YOKOHAMA, KOBE

AND MOJU

TIME Steamship

"GREGORY APCAR," Captain S. H. Belsen, will be despatched for the above Ports TO MORROW, the 28th inst., at DAYLIGHT.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified

For Freight or Passage, apply to DAVID SASSOON & Co., Late. Agents. Hongkeng, 26th June, 1907. DOUGLAS STEAMSHIP COMPANY, LIMITED.

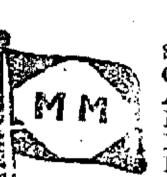
FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steatoship

"HAITAN," Captain J. S. Rotch, will be despatched for the above Ports TO MORROW, the 28th inst. .at Noon.

For Freight or Passage apply to DOUGLAS LAPRAIR & Co. General Managers. Hongkong, 25th June, 1907. COMPAGNIE DES MESSAGERIE.

MARITIMES. FRENCII MAIL STEAMERS



STEAM FOR SAIGOY, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA ADEN, EGYPT, MARSEILLES, LONDON, MEDITERRANEAN HAVRE, AND BLACK SEA PORTS.

FRINE Steamsbip

"SYDNEY" Cantain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 9th July, at 1 P.M. Passage tickets and through Bills of Lading

issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places is

Next sailings will be as follows: S.S. "ERNEST SIMONS" ... Sird July. S.S. "TONKIN" 6th Aug. S.S. "SALAZIE!" 20th Aug. S.S. "POLYNESIEN" ... 3rd Sept. S.S. "TOURANE" ... 17th Sept. S.S. "AUSTRALIEN" 1st Oct. G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1967.

VESSELS IN DOCK.

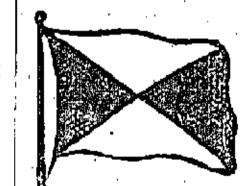
INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STEAMERS TO BAIL. SHANGHAI VIA SWATOW "TINGSANG" ... Thursday, 27th June, 4 P. M Friday, 28th June, 3 P.M.

MANILA VIA SWATOW "YUENSANG" ... Friday 28th June, 4 P.M. * SHANGHAI " CHOYSANG" ... Friday, 28th June, 4 P.M. SINGAPORE, PENANG & CALCUTTA " NAMSANG " Friday, 5th July, 3 P.M. REDUCED FARES TO STRAITS AND CALCUTTA Hongkong to Singapore 1st Class, Single \$ 65. Return \$100 Penang '

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze

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STEAMSHIP COMPANY, LIMITED

STEAMSHIP TONE.	CAPTAIN	FOR	SAILING DATE.
RUEI 2540	R. W. Almond	Manila	On 29th June, Noon
ZAFIRO 2540.	A. Fraser	Manila	On 6th July, Nooi
For Freight or Passage		EWAN, TO	OMES & CO.,

Hongkong, 20th June, 1907.

Longkong, 24th June 19 7

HONGKONG-NEW YORK.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION

DESTINATION STEAMERS DATE OF STAILING, SHANGUAL, CHINGWANGTAO,) "CATHAY" ... About 26th June YOKOHAMA and KOBE ... DUNKIRK, COPENHAGEN and ? "PETRONIA" About 26th June. ST. PETERSBURG ... MARSEILLES, HAVRE, COPEN-7 "CATHAY" Beg. of August HAGEN & BALTIC PORTS

For Further Particulars, apply to MELCHERS & CO., AGENTS.

To aspertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring usarest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowleen "m." and those vessels berthed at the Kowleen Wharf "k,w.," together with the number denoting the section.

SECTIONS.

. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard, 4 From Naval Yard to East Point,

shi-	·		(·	
иле,	DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	
4 .		-		ı		the state of the local	TO HE DESPATCHED
unt,	T CAMES CORE & A STRUMENT LAND					the section of	
eral	LONDON & ANTWERP	SYRIA	Brit. str.	· · ·	D C Gregor PND	D N O O N O	
	MARSEILLES, No., VIA PORTS OF CALL	SYDNEY	Fron str.	~~ <u>~</u>	Barillon	P. N. O. S. N. Co.	About 17th July.
Cor,	MARSEILLES AND LONDON	DEVANHA	Brit. str.	_	The Hards And	MESSAGERIES MARITIMES,	On 9th July, at I. P.M.
	MARSEILLES, HAVRE, COPENHAGEN, &C.	CATHAY	Dan. str.	_	1 11, Itide, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Nooa.
me,	DUNKIKK COPENHAGEN, & St. Petersender	PETRONIA			the same tax on the case tax common agency.	MELCHERS & CO.	Beg, of Aug.
)od-	LUAYKE & HAMBURG vix STRAITS &c	SPI ZIA	Dan. str.		1984 414 184	' Mrichre & Co	About 26th inst.
	HAVIGE & HAMBURG VIA STRAITS &c	SAXONIA	Gernstr.	й. W.	DIOCK	HAMBURG-A MIGRIC C. T. TAYA	On 23rd July.
call,	NATLES, HAVRE & HAMBURG	EILESIA		k. w.	Kate in the second second second	HAMBURG. A MERTVA LIMIN	On 20th August.
5th	NAPLES, GENUA, GIBRALTAR SOUTRAMOTOR En	Trans.	Ger. str.	k, w,	APRILITY CONTRACT ALLEGA	HAMRITHO A MERTUA TANTO	On 12th July
η,	NAPLES, HAVRE & HAMBURG	Roos	Ger. str.	K.W.	AND THE CARRIED STATES AND ADDRESS OF THE PARTY OF THE PA	MELCHERS & CA	On 3rd July at Noon.
	NAPLES, PLYMOUTH, HAVRE & HAMBURG.	SCANDIA	Cer. str.	k. w.	TOR DONTER	HAMBURG-AMERIKA LIMIN	On 7th August
54	TRIESTE, &c., VIA SINGAPORE, &c.	HABSBURG		-		CAMBURO-AMERIKA LIMIS	
- 1	NEW YORK	E. F. FERDINANIS.	Aus. str.		Matcovich	SANDER, WIELER & Co.	On 4th Sopt.
ľ	NEW YORK	FRAEMAR	Brit. str	 '	The second second second second	Donwell, & Co. In	On 1st July P.M.
ļ	VANCOUVER VIA SHANGHAI JAPAN, &c.	VARDALIT	Ger. str	·	Franck	HAMBURG-AMERIKA LINER	On 2nd July, at Noon.
	VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPREES OF CHINA	Brit. str	⊉ m,	R. Archibald, R.N. B.	CANADIAN PACIFIC R. Co	On 20th July.
I	VIATORIA O CLASSO CORTA - TABLET	ATHENIAN	Brit. str	l m.	Production and the second	CARADIAN DADOS D. C.	On 4th July, at 4 P.M.
j	VICTORIA (B.C.) & TACOMA VIA JAPAN	FHAWMUT	Am, str.	_	E. V. Roberts	CANADIAN PACIFIC R. Co	On 17th July at Noon.
- 1	CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.		The state of the s	DODWELL & Co., LTD.	On 7th Aug.
- 1	SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	MARIE	Ger. etr.		G. C. Christinnon	Toyo Kisen Kaisha	End of July.
	AUSTRALIAN PORTS VIA PORT DARWIN	ALDENBHAM.	Brit. str.		Stood	CHINA COMMERCIAL 8.8. Co.	To day, at 4 r.m
1	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str		G W Fide	GIBB, LIVINGSTON & Co	On 29th inst. at Noon.
-	AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	·	1 Minage	BUTTERFIELD & SWIRE	Ou 10th July, at 4 p.m.
.]	MARRON, (HERMITS ISLANDS), & NEW GUINEA	SUMATRA	Ger. str.		O. MINDESCH	MELCHEAS & Go.	On 18th July, at Noon.
	I ONOMANA AND ROBE	CHINGTO	Brit. str	_	TAUTHAL THE THE TAIL THE	MRLCHERS & Co	To-morrow.
[ALL VIII AND PROPERTY OF THE P	UJINA MARC	Jap. etr.		TY D. Drown	BUTTERFIELD & SWIRE	On 11th July, at 4 r.M.
1.	TOMOTAL CHEFOLK NEW (HANG	KWEIYANO	Brit. str.	•	I who water the server to the server	DITTOUT BUSSAN KATCUA	On 29th instant Noon.
		TOCHOW	tining but and	***************************************	Dowson	BUTTERFIELD & Swide	On 3rd July, 4 P.M.
.	STANGHAI	China	Brit, etc.		O TI DIONE	BUTTERNININ & Swide	To-day, at 4 P.M.
- (N' ANUJUAT, CHINGWANTAO, YOKOHAMA & Kour	Сатнач		 ·	Legal Partition and the same and	P. & O. S. N. Co.	To-day, at 10 A.M.
· [TANGUAL TOKOHAMP, KOBE & MOTI	GEFGORY APCAR	Dan. str.		*** *** ***	MELCHERS & Co.	About 26th inst.
I_'	CHANGHAI, KORE & YOKOHAMA		Brit. str	<u> </u>	O. II. DelBon,	DAVID SASSOON & CO. LTD.	To-morrow, at Daylight,
· } ;	William VIIII to the Treath that the "Marky provided a man and a second a second and a second and a second and a second and a second an	AMBRIA	Ger, str.	· _	***	HAMBURG A MERIKA LINI LON	On 7th July.
i;	SI ANGHA!, NAGASAKI, KOBE & YOKOHAMA	SCANDIA		F.W.	v. Döhren	HAMBURG-AMERIKA LIMER	On 5th July.
1 8	\$ \$ 1 \$ \$\forall \tau 1 \ \tau 2 \tau 12 \forall \tau 1 \tau 2 \forall \tau 2 \fo	Prinz Ludwig		 1	THE LOUZUP AND THE PROPERTY OF THE PERSON OF	ALELCHERS & CA	About 3rd July
19		SIMLA	Brit. str.	· - ;	C. D. Colosmith, R.N.R.	P. & O. S. N. Co	
	SET A WITCH BE A Y 'CHARE A PROCESSEY	TINGSANG		<u> </u>	o. or treanous	JARDINE, MATRESON & Co.	About 5th July,
- 12	THE RESIDENT CONTRACTOR OF THE PARTY WINDS	CHOYSANG			A. E. Sandbach	JARDINE, MATHESON & Co	To-day, at 4 P.M.
$y \mid \hat{\zeta}$		JOSHIN MARU	: Jap. str		H. S. Smith	OSAKA SHOSEN KAISHA	To-morrow, at 4 P.M.
`] ;	1111 1 (1) (1) 111 A A A A A A A A A A A A A A A A A	HAITAN	Brit. str	2 h.	J. S. Roach	Douglas Lapraik & Co	On 30th inst. at 10 A.M.
tu 🗎	HAT A DIGHT I COTT THE CALL IN STREET THE COLUMN TO	K UKIANG	: Brit, str		H. A. Wavell	BUTTERFIELD & SWIRE	To-merrow, at Noon.
10 T	TOTAL OF THE OUR LIENTSIN	AUSICHOW	Brit. str		G. Hooker	RUMBERTON & CHICK	On 30th inst., at 9 A.M.
	101117W & HATHPONG		Brit. str		Imbben	BUTTERFIELD & STVIRE	On 4th July, at 4 P.M.
. I S	PIBU & LUVIIIU	SUNGRIANG	Brit. str	'	*** *** *** *** ***	BUTTERFIELD & SWIRE	On 2nd July, at Daylight.
$x_0 \mid Y$	I ANILA	Rubi	Brit, etr	· <u>—</u>	R. Almond	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
$\mathbf{g} \mid \mathbf{x}$	TABLEA	Taming	Brit. str.			SHEWAN, TOMES & Co.	On 29th just, at Noon.
$_{c_{\star}}\mid \lambda$	KANILA	YUENSANG	Brit. etr		T. Mes rick	BUTTERFIELD & SWIRE	On 2nd July, at 4 P.M.
	IANIIA	Ar FIRO	Brit. str	:	A Proper	ARDINE, MATHESON & Co	To-morrow, at 4 P.M.
e I	CUDAT & SAN OAKAN	Borneo	Ger. str		A. Fraser	SHEWAN, TOMES & Co.	On 6th July, at Noon.
<u>п ј 8</u>	INGAPORE, PENANG & CALCUTTA	Nambang	Brit str		P H Dates	MELCHERS & Co.	On 30th inst., at 9 A.M.
$\mathbf{g} \mid \mathbf{S}$	INGAPORE	HINSANG	Brit atr		W I Danion	ARDINE, MATHESON & CO, LD.	On 5th July, at 3 P.M.
) 8	INGAPORE, COLOMBO & BOMBAY	SOCOTRA	Brit str	- ·	W P Balance	AKDINE, MATHESON & CO. Lib 🕟	To-morrow at 3 P.M.
	A 771 A 77 F A' /A	TJILIWONG			Juriaanse	2. & O. S. N. Cc.	About 29th inst.
'		7		 !	Outling	JAVA-CHINA-JAPAN LIJN	About 6th July.
. _				- 			<u> </u>

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH. NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA

ļ	· - · 	· · · · · · · · · · · · · · · · · · ·	· ·		
	Steamers		Tons. Captain.		Sailing Date.
	SHAWMUT		9,€06	E. V. Roberts	About 7th Aug.
	TREMONT	•••	9,606	T. W. Garlick	, 8th Sept.

I Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-serew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier apply to in cold storage.

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DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS: Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

Y the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These

steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Foard. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at

In addition to these boats, the steamers "Scandia" & "Silesia" carry first class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples and Hamburg. HOMEWARD.

OUTWARD FOR THE STRAITS COLOMBO, ADEN. FOR SHANGHAI, KOBE, YOKOHAMA. SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG SCANDIA 5th July SILESIA ... 12th July HABSBURG 1st August SCANDIA 7th August RHENANIA HABSBURG 1st September 4th September RHENANIA HOHENSTAUFEN 4th October 1st October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: SCANDIA FOR SHANGHAI, KOBE & YOKOHAMA ... 5th July FOR SHANGHAI, KOBE & YOKOHAMA ... 7th July SAXONIA FOR SHANGHAI, KOBE & YOHAKOMA ... 18th July BRASIUIA FOR SHANGHAI, KOHE & YOKOHAMA ... 27th July HABSBURG FOR SHANGHAT, KOBE & YOKOHAMA ... 1st Aug.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN. Taking Corgo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISHON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports. NAPLES, HAVRE & HAMBURG

SPEZIA HAVRE & HAMBURG NAPLES, HAVRE & HAMBURG SCANDIA 7th Aug. HAVRE & HAMBURG SAXONIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept HABSBURG * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabing amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board. VANDALIA NEW YORK

VESSELS ON THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"DEVANHA," Capt, T. H. Hide, R.N.R., carrying-His Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 29th June at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France and

London will be forwarded without transhipment. Silks and Valuables for Bombay will be transhipped at Colombo to s.s. "Marmora," other cargo can be shipped hence to Bombay direct per s.s. "Socotra" sailing about the 29th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT.

Superintendent Hongkong, 17th June, 1907. FOR MOJI.

THE Steamship

"UJINA MARU," Captain K. Hori, will be despatched for the above Port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to THE MITSUI BUSSAN KAISHA. Agents.

Hongkong, 26th June, 1907. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. . (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New ZEALAND, TASMANIA, &c.)

TIME Steamship

"ALDENHAM," Captain Stood, will be despatched as above on SATURDAY, the 29th June, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon ere carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Agents. Hongkong, 5th June, 1907,



AUSTRIAN LLOYD'S STEAM NAVI.

GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI ADEN, BUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to Persian Gulf, Red Sea, Black Sea, LEVANT, VENICE and ADRIATIC PORTS.) FIHE Company's Steamship

"E. FR. FERDINAND," Captain Matcovich, will be despatched as above on MONDAY, the 1st July. This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Agents.

Prince's Buildings. Hongkong, 4th June, 1907. REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST). PROFOSED SAILINGS FROM HONGKONG. FOR NEW YORK. S.S. "BRAEMAR" ... 2nd July, at Noon.

S.S. "SAINT PATRICK" ... 9th July. For Freight and further information, apply to DODWELL & CO., LD., Agonts. Hongkong, 25th June, 1907.

FOR BOSTON AND NEW YORK.

JAVA-CILINA JAPAN LIJN

FOR BATAVIA, CHERIBON, SAMA. RANG, SOERABATA AND MACASSAR (Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILIWONG," Captain Jurriaanse, will be despatched for the above Ports on or about 6th July. For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor. Hongkong, 26th July, 1907. TOYO KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS. With option to Call at Mexican and other

Coast Ports. Tons About 'K ATHERINE PARK" 4,900 End of July. "RASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Puilding.

Hongkong, 11th April, 1907.

PENINULAR AND ORIENTAL TEAM NAVIGATION COMPANY.

F d	STHAMBES	TO BAIL	REMARKS.
SHANGFAI	HINA}	27th June, 10 A.M.	Freight and Passage.
$_{ ext{MADSEILLES}}$ and LONDON $\{D\}$	EVANHA	Voon, 29th June }	See Special Advertisement,
SUGAPORE, COLOMBO and)	Capt. W. R. Hickey)	June J	r reight only.
SHANGHAI, MOJI, KOBE SI and YOKOHAMA Cr	MLA	About 5th July	Freight and Passage.
LONDON, and ANTWERP }	Capl. D. C. Gregor, R:NR.	. About 17th July	y. Fright and Yassage
For further Particulars,	apply to		a stranom

E. A. HEWETT, Superintendent

Hougkong, 27th June, 1907.

NAVIGATION CO., LIMITED.

FOR	STEAMBEB	TO SAIL
	* "VOCHOW"	On 27th June, 4 P.M.
SHANGHAI	ACTINO ETANO	.: On 28th June, 4 Р.м.
ARRI & HOHO	DOMONICIONO 211	
SWATOW & SHANGHAI	∓"KIUKIANG"	On 30th June, 9 A.M.
SWATOW & SILKITOWN 2	- "CHIRLI"	On 2nd July, Dayligh
HOIHOW and HAIPHONS		On 2nd July, 4, P.M.
* MANILA	E O PERSONAL MAIN	On 3rd July, 4 P.M.
MISTATOR A O CHEFOO & WEIHALWEL	TOBILIANO	
SWATOW, CHEFOO and TIENTSIN	* "KWEICHOW"	On 4th July, 4 P.M.
SWATOW, CHITTOGANGA PORTY		
MANILA, ZAMBOANGA, PORT		·
DARWIN, THURSDAY ISLAND,	TARREST CONTACTOR	On Just Tale 1 n u
TO COURTOWN, CAIMPOR	"I" CHANGSHA	, On 10m any, 4 E.m.
TOWNSVILLE, BRISBANE,	. ,	
TOWNSYLLID, BUILDING		
SYDNEY and MELBOURNE	A A CHIENTOWITH	On 11th July, 4 P.M.
YOKOHAMA and KOBE	* "OHINGIO,	Little all and he are
TORONA MAR and RODE Passangers is direct	ted to the apperior accor	иш элистой опецыя руста

steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Taking Cargo on through bills of lading to all Yangtere and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other A istralian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong, 27th June, 1967.

BUTTERFIELD & SWIRE, AGENTS

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO BAIL.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Sunday, 30th June, at 9 A.M.
MARONN, (HERMITS ISLANDS) and NEW GUINEA NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SUMATRA" Capt. NAUER "ROON" Capt. G. MEINERS "PRINZ LUDWIG" Capt. von Benzer	
MANILA, NEWGUINEA, BRIS BANE, SYDNEY & MELBOURNE	MANILA" Capt. Menssen	Thursday, 18th July, at Noon.

For further Particulars, apply to

NORDDEUTSOHER LLO7D. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th June, 1907.

RAILWAY CANADIAN PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

- LUXURY-SPEED-PUNCTUALITY.

"THE ONLY LINE THAT MAINTAINS A RECOLL SCHEDULE SERVICE OF UNDER II days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Open Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

		· 	
Pa R.M.S.	OPOSED SAILINGS. Tons	(Subject to Alteration) LEAVE HONGKONG). Arrive Vancouves
"EMPRESS OF CHIN "ATHENIAN" "EMPRESS OF INDI "MONTEAGLE" "EMPRESS OF JAPA" "TARTAR"	A" 6,000 ,, 6,163 ,, N" 6,000 ,,	THURSDAY, 181	July 10th August Aug 19th August Aug 7th Sept. Aug 16th Sept.
100			

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

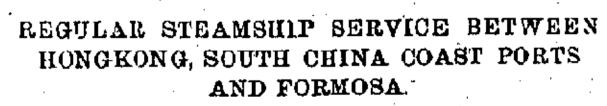
Intermediate Steamers at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG.

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and Japan Gevernments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.



PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.'S 8.8.

LE TAING

SUNDAY, 30th June, * TAMSUI VIA SWATOW) "JOSHIN MARU" Capt. H. S. SMITH at 10 A.M. AND AMOY

· These Steamers have excellent accommodation for First and Second Class Passengers, and w, fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangters and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. I, Queen's Buildings.

Hongkong, 22nd June, 1997.

SABANG BAY COALING STATION, DIRECTORY AND CHRONICLE POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:-"HARCOAL" SABANG OR AMSTERDAM. General Agent-G. A. WITT, London, E.C.,

Coaling Agents-HALL BLYTH & Co., London, E.C. Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc. BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT. FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices. FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop fitted for any ordinary repairs. For further particulars apply to the Agents at Hongkong,

to rent

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NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

FROM MIDDLESBRO', LONDON AND

STRAITS.

Use informed that all Goods are being landed

at their risk into the hazardous and/or extra

hazardous. Godowns of the Hongkong and

Kowloon Wharf and Godown Co, Ltd., whence

and/or from the wharves delivery may be

undelivered after the 2nd July will be subject

sented to the Undersigned on or before the

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

Bills of Lading will be countersigned by

NATAL LINE OF STEAMERS

111HE Undersigned GENERAL AGENTS

SALCUTTA for CAPE PORTS every fortnight

DODWELL & CO., LIMITED

MAR'TIN'S

French Remady for all tresgularities. at his saids of

first eight of any Irregulating of the System we like to account the State of the Charles of the State of the

Cunliffe, The Pioneer Experis

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prospectsofimmensereturns. PAMPPLETS

To be purchased for cash or on the

"Times" system of monthly payments.

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AND SHOES.

PHOTOGRAPHIC GOODS.

PRICES MODERATE.

26, DES VEUX ROAD CENTRAL.

For Nervous

Hongkong, 18th January, 1907.

TACK & CO...

Municipalities offering WRITE FOR DESCRIPTIVE

European Gov'ts and

10 & 12, Place de la Bourse.

General Agents for China and Japan

for Ladies.

For Freight and further particulars,

Hougkong, 4th August, 1898,

apply to

in China and Japan for the above Line

GIBB, LIVINGSTON & Co.,

Agents.

9th July, or they will not be recognized.

No Fire Insurance has been effected.

examined on the 2nd July, at 11 A.M.

Hongkong, 25th June, 1907.

YORK BUILDINGS.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FIXHE H.A.L. Steamship

"SPEZIA," Captain Brock, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their

Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. . Any Cargo impeding her discharge will blanded into the hazardous and/or extra hazard - 1 obtained. ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 26th inst. at 3 P.M. -No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 20th June, 1997. 1093

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE." FROM SYDNEY.

THE above Steamer having arrived, Con ____ signees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consigness' risk and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LTD..

Hongkong, 20th June, 1907.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

THE STEAMSHIP "PATHAN!" FROM GLASGOW, LIVERPOOL AND STRAITS.

ONSIGNEE Sof Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless

notice to the contrary be given before To-MOBROW, 10 A.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 27th inst. will be subject All Claims against the Steamer must be presented to the Undersigned on or before the loth prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 27th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Hongkong, 21st June, 1907.

S.S. "ERNEST SIMONS." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNEES of Cargo from London ex s.s. "Cordonan," and "Medoc" from Havre ex s.s. "Cordonan," from Bordeaux ex s.s. "Verberckmoes," and "Frederic Morel" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godewns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before 10 A.M., To-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st July, 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 1st July, 1907, or they will not be recognised. All damaged packages will be examined ou MONDAY, the 1st July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 24th June, 1907. NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,

KOBE AND MOJI.

THE Steamship

"JAPAN." having arrived from the above Ports. Consigness of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleen Wharf and Godown Co., Ltd. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & CO., LTD.

ON SALE. THE

CHINA, JAPAN, COREA, INDO-CHINA SI/M, STRAITS SETTLEMENTS. MAL Y STATES, NETHERLANDS INDIA, PHILIPPINES,

BORNEO, &c., WITH MICH ARE INCORPORATED

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THE HONGKONG DIRECTORY AND HONG LIST PAR THE FAR EAST

1907. THE FORTY-FIFTH ANNUAL ISSUE

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Shanghai Swatow Soochow Chinkiang JAPAN AND FORMOSA Keelung are prepared to issue THROUGH BILL'S Tokyo Osska Moji Tainanfu OF LADING for all the principal ports in | Yokohama Takow SOUTH AFRICA, in connection with INDO-Nagasaki Apping Hakodate CHINA STEAM NAVIGATION Co.'s fortnightly | Kobe service hence to CALCUTTA. Sailings from Shimonoseki Tamsui EASTERN SIBERIA

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AND GENTS! BOOTS PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN "OF TSINGTAU (KIAOCHAU) Plan of Foreign Concession, Shanghai; PLAN OF HONGKEW (SHANGHAI) with Inset EASTMAN KODAKS, CAMERAS

Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF THE PEAK PLAN OF NEW TERRITORY (KOWLOON)

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PLAN OF MANILA PLAN OF SAIGON

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France:—Tientsia, 1858; Convention, 1860 Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States: - Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany :- Tientsin, 1861; Peking, 1880 Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Con rention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903.

Russian:-S. Petersburg, 1881; Russian Land Trade. 1881. Portugal, 1888; Communcial Treaty, 1904. FINAL PROTOCOL made between China and

Eleven Powers, 1901.

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895 : Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 190); Russia (Peace Treaty) 1905.

TREATIBE WITH COREA Japan, 1876; Japan Supplementary, 1876; Japan, 1905. United States, 1882; Great Britain, 1895.

THEATIES WITH SIAM. Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Sinmese Frontier. Great Britain and Russia, Railway Convention

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836, North Point. CAPE TOWN ... Mossrs. Gordon & Gotch Chinnampo SYDNEY Messrs. Gordon & Go.ch MELBOURNE ... Messrs. Gordon & Cotch BRISBANE Mossrs. Cordon & Gotah CALCUTTA Messrs. Thacker, Spink & Co. BOMBAY Times of India" O fice COLOMBO Mesars. A. M. & J. Ferguson BATAVIA Messrs. H. M. Van Dorp & Co SINGAPORE ... Messrs. Kelly & Walsh, Ld. BORNED Mr. J. Nim no Wordrop, Sut-

BANGKOK Gangkok Times" Office. SAPON M sssrs, Kloss & Co. Tonkin Messes, Speidel & Co., Hanoi MANILA Mr J.de Loyzaga, El Comercio. MACAO Mr. A. A. do Mello Hongkong " Daily Press". O. Rue Honoкono Mesars. Kelly & Walsh, Ld. Hongkong Messra. W. Brewer & Co. CANTON Messrs. A. S. Watson & Co., L L. Swarow Yuen Cheong Book Store AMOY Messrs. A S. Watson & Co., L.1. FOOCHOW Messrs: A. S. Watson & Co., Lt. Shanghai Messrs. Kelly & Walsh, L1. SHANGHAL Musses. W. Brower & Co. Cherco Messrs. H. Sietas & Co. TSINTAU Messrs. Sietas, Plambeck & Co. TIENTSIN Mossrs. H. Blow & C. PORT ARTHUR. Masers. Sister & C., FORMOSA Wr. A. W. Gillingham, Tomeri CORRA Messrs. Hodge & Co., " Small

NATASARI " Nagasaki Press " O.kee. KOBE & OSAKA "Japan Chronicle" Office. YOROHAMA .. Messre, Kelly & Walsh, Ld.

Gutler, Palmer & Go.'s

BLEND SPECIAL SCOTCH WHISK

SPECIAL BLEND 0

SHIPPERS Gutler. Palmer & Go., London.

AGENTS SIEMSSEN & HONGKONG

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T. ARIMA, Manager,

: Hongkong, 25th June, 1907.

@Exhaustion CHAPOTEAUT'S **Phosphoglycerate** OF LIME -----

The modern restoration of the nervous system. I'm hjain workers, professional men, teachers, students, to, and in debility, seminal lasses, dyspepsia of nervous origin and insomnie. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT) PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT) 8, rue Vivienne, PARIS-FRANCE

POST OFFICE NOTICES.

The second secon	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	(교육) 등 경 (1885년 - 1905년 - 1905년 - 1815년 - 1815년 (1885년 - 1915년 - 1815년	· · · · · · · · · · · · · · · · · · ·
FOR	PER .	<u>:</u> -	DATE
Shilnohal	China	t manage	Company of the second of the s
Saigon. Newcastle N.S W	Telemachus	Taursday,	27th 9.00 A.M.
Newcastle N.S W.	Vennuchar	Three less.	
			27th, 10.00 A.M.
Macao Mori Salina Cruz and Mariao	Sui Tai	Тангицау,	27th, Noon.
The state of the s	. 17 - 4 - 5 - 5 - 5	7117	27th, 115 P.M.
Shanghai Swatow and Shanghai	Yochow	Thursday,	27th, 3.00 P.V.
the in sum of the interest of	4.43.44	(1)	27th, 3.00 P.M.
	130 1 70 71 133 21 . 7 . 2 2 2 2	1818 ~	27th, 3.00 p.m.
Haiphong Swatow, Amey and Feoshow	Hongkong	. Friday	27th, 4.00 P.M.
Swatow, Amey and Feocher	Heatan	Friday	18th, 9.00 A.M. 28th, 11.00 A.M.
***** **** ****************************	Sec. 11.1		28th, 1.15 p.m.
Singapore	- 111 ng34 nq.,	Pridav	28th, 2.00 P.V.
	Chansang	Friday.	28th, 3.60 P.M.
COM MICE INCHES	Sunghany	Friday	28th, 3.00 P.M.
Manila Shanghai, Yokohama, Kobe and Moji	* Ruensang	' Friday	28th, 3.00 PM
Manila	- Gregory Apcar 🔒	Friday,	28th, 5.00 P.M.
474 1 74	Ruhi	Saturday,	29th, 10.00 At [8]
Post tearwin, Thursday Island, Cook-	Tjim Mare	Saturday,	29th, 10.00 A.M.
lown, Cairns, Townsville, Brisbane, Sydney,	. '	<i>i</i> .	N.
110 Dart. Daunceston, New Zonland M. 1 ?	Aldenham	Saturday	29th, 10.00 A.M.
nourne, Adelaide Perth and Framents 3	2444.44		-vill, 10.00 4,M,
ratione see, their Peticonic		1	
- (4-810 Libtiers 11.00 to 11.00 is the Traine 1	1	Saturday,	.29ch,
Postagro 10 cents)		Frinted A	latter and Sam.
" Physicial of mail of board on to the	·	p/es,,,,,	10.00 A.M.
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Litra l'ostage 10 cents.)	Der inte to bearing	for of 1	ion, with late
"Cottors posted in all the Pillar Rows."		19,45 A.	0 cents, up te
in time for the first clearan e will be	·	Registrali	on. Kowloon
i whiled in this contract r ail.)	- 1	B.O.	10.00 A.M
The Parcel mail will be closed to-merrow		No late fe	8.
Magne		Letters	11,00 AM
Macao Swatow and Shanglari	Sui Tai		29th, 1.15 P.M.
		Saturday,	9th 5.00 p.m
Kudat and Saudakan	Borneo		29th, 5.00 P.M
		T 1	LY:-
Holhow and Hainhong	Thilli		
New York	Beaemar		1st, 5.00 P.M. 2nd, 10.00 A.M.
1	ſ	Tuesday,	2nd, 10,00 A.M.
	1 i	Printed Ma	itter and Sam.
SHANGILL NAME OF WALLEY	$\Gamma = 0$. The Γ	ples	10.00.A.M
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, I		Registration	n . 10.00 A.M.
HONOLULE and SAN PRANCISCO Supplementary mail on board up to the	. 1	= 100giatrați	Ou. with late it
fine fixed for departure of the mail	Tomojotka	tea of H	Pents up to be
Extra Postage 10 cents)		10.15 4.5	l ·
The same of the sa		$-$ Registrați $_{f 0}$	n, Kowloon
	· · ·	B.O	10.00 д.м.
	↓		
	<u> </u>	Letters	11.00 A.M.

HOCKS MOSELLES AND

SHIPPED BY

MESSRS. HINCKEL AND WINCKLER.

LAUBENHEIMER	•••			••		•••	***	1	dez. bote. \$11.50	2 doz. 4 813.50	bots.
FOLSTER			• •	• <u>*</u>		•••	·	٠.,	14.00	16,00	
. WACHENHEIMER									3.00 870	18.00 15.50	
NIERSTEINER							•••	•••	$13.75 \\ 18.00$	$\frac{15.75}{20.00}$	
GEISENHEIMER, (R LIEBFRAUMILCH. (oval	Dem:	i mi		•••		Seas of		20,01	22,06	
	•		- • •••			•••			24.00	26,00	

These HOCKS and MOSELLES ere imported from Merses. Hinckel And WINCHLIR, one of the Oldest Firms dealing in this Trade. They have a great Reputation all over the World and at Home (Great Britain and Germany) so we can guarantes these Wines as exceptionally fine. At the same time their prices compared with there of other dealers will be found very favourable.

RUTTONJEE

WINE AND SPIRIT MERCHANIS.

Hongking, 19th June, 1907.		40
TO DAY The Bandmann Comedy Co., City Hall 9 p	ni Hoson	CONG HOTEL.
Colline RelAL.	Mr. E. S. Abraham	Mrs. C. M. Jack
•	Mr. P. R. Adams	Mr. J. P. F. Joki
CLOSING QUOTATIONS.	Mr. A. Aftalion Mr. H. G. Battiscomb	Mr. R. M. Joseph
June 20th	Mr. R. B. Beattie	Mr. & Mrs. Joseph Mr. J. C. Jeughin
ON LONDON.	Mr. R. J. Birbeck	Mr. A. H laing
Telegraphic Transfer 2 at Rable Rills or domand 2 at	Mr. & Mrs. S. Bisney Miss Bisney	Mr. M. Lame
Bank Bills, on demand 2.2.5.5 Bank Bills, at 50 days' sight 2.5.3	Mr. F. W. G. Ple	k. Mr. W. Langh rg
Bank Bills, at 4 mouths sight 22	more	Mrs. W. Logan
Gredits, at 4 months' sight 9 945	Mr. A. H. Bluun	Mr. G. F. Malden
ON PARIS.— Bills 4 months sight? 213	Mr. T. Brayfield Mr. F. G. Brighton	Mr. Hrisbane Marks
Bank Bil's, on demand 2754	Mr. L. F. Campbell	Dr. O. Marriott Mr. J. Marsden
Credile, at 4 months' sight 280 }	Mr. E. W. Carpenter	Yr. A. A. Marthews
ON GERMANY.	Mr. A. Carter Miss Chater	Mr. G. C. McIntosh
on demand,	Mr. M. O. Clark	Capt. T. M. Meyrick
ON NEW YORK,	Mr. C. Clifford	Mr. C. F. Minnitt and serv nt
Bank Bil's, on demand	Mr. H. J. Colahan	Dr and Mrs. W. B. A.
On Bomney -	Mr. H. E. Colvin	Moo e
Telegraphic Transfer	Mr. H. W. Contemai h Mr. A. H. Crook	Mr. H. Neubau r Mr. and Mrs. R. H.
THE R. OR GETTAL	Mr. A. Cruicksbank	Newborn
ON CALCUTTA,	Mrs. Davidson	Mr. A. F. Paine
Telegraphic Transfer	Mr. and Mrs. W. H. Donall	
Bank, on demand	Mr. F. H. Doolittle	Mr. S. G. Pře'ps Mr. H. C. Pollock
Bank, ut sight	Mr. A. E. Dunrich	Mr. W. A. Powell
Trivate, 30 days sight	Mr. W. Einstmann Mr. Th. Engster	Mr. C. M. Preshaw
UNITOKORAMA.—On demand	Mr H. J. Fairchild	Mr. A. J. Pugh Mr. E. Ralphs
ON MANIL - On demand - Pesos - 107	77	Mr. F. H. Ray
ON SINGALORE.—On demand	Mr. H. G. Fisher	Mrs. Shepherit
UN HAIPHONG.— Un demand	Mr. S. F. Fitch Mr. H. L. Fletcher	Mr. A. Skinn
VA CAIGON.—Un demand Tibe a new	M184 For his	Mr. J. Spittles Mr. H. S. Spurge
ON DANGKUK.—On demana 871 .	M 1980s (2) Forhes	Mr. W. T. Stebbing
Soventions, Bank's Buying Rate \$9.10 Got b I BAF, 100 fine, per tael \$47.90	Mrs. Forsyth & child Mr. C. B. Franklin	Mr. C. Slewar i
BAR SHAVER, per cz	Mr. B. L. Frost	Mr. F. D. Sutherland Mr. and Mrs. M. L.
	Mr. Domman Fulley	Thom pson
OPIUM.	Mr. Stuart J. Fuller Mr. D. Hass	Miss H. M. Thompson
Quotations are : June 26th,	Capt. T. A. Hall	Mr. Th. Toledano Mr. C. Tredwen
Malwa New \$820 per p cul.	Miss Herdey	Mr.C. P. Walkins
Malwa Old \$850 Malwa O'der \$880	Hen E. A. Hew. it Vr. E. A. Hewett	Mr. L. J. Wishnit
Maiwa V. Old 269a	Mr. E. Howard	Mr. J. B. Wishart Mr. B. J. L. Wright
Persian fine quality S600	Mr. H. F. Howe	Mr. J. D. Woods
Patra Nasia ne	Mr. R. Hunter	Mr. W. S. Young
Patua New 2880 per chest.	Krya Fam	
Bensre- New \$870	TATAL DESIGNATION	, · · · · · · · · · · · · · · · · · · ·
Benares Old.	Mr. Aanensen Mr. D. C. Alexander	Dr. F. Kuhlemann
VISITORS AT HOTELS.	Capt. and Mrs. Russell	Mr. and Mrs. Alf. LeVasseur
TOTTORS AT MUTELS.	Almond Mr. C. M. Arratoon	Mr. W. H. Llewellyn
KINGSCLERE PRIVATE HOTEL.	Mr. W. A. Bethel	Mr. Geo. T. Lloyd
Mr. Frank Austin Mr. E. Hunt	Mr. Harry Brainley *	Mr. and Mrs. C. F. McWilliams
Mass E. G. Haylis Mr. A. E. Lanning	Total transmitted	Min C' Mi lusa
Mrs. H. Hensley Mr. Lehmann		Mr. & Mrs. Newson and
Dr & Mrs. P.A. Belilios Major Magill	Mr. and Mis. W. R.	Mr. D. M. Nicholson
Mr Cevington Mr & Mrs. L Marston Miss M. Bend Mis. McLean & maid	Evans, Jr. Lt. and Mrs. G. A.	Mr. and Mrs. R. A.
Mr. and Mrs Dillion Miss McLean	Gal agher	Olson Mis. W. C. Passmore
Bronson Mr. August Meyer	Mr. A. H. Gee	Miss Annie Percock
Dr. Reginald Paterson	Mr. & Mrs. Goo dyear Mr. W. T. Haerra	Mr. II Proposes
	Mr. W. T. Hagne Miss Bortha Hastines	Mr. W. B. Jochester

Mr. G. N. Courtry

Mr. Occar Fager

Mr. K. Freund

Mr. C. H. Grace

Miss I. Hamilton

Mr. Garrett

Mr. P. J. Falconer

Lt. & Mrs. J. D'Esterne

Mr. Reginald Harding

Miss Seltzer

Mrs. G. Sachse

Miss M. Seltzer

Mrs. A. M. Smith

Mr P C. Hutten Potts

Mr. & Mrs. H. Simus

Major Hon. M. Ward

Hon. Mrs. M. White

Dr. & Mrs. M. White

JOINT STOCK SHARE

-	JUINT	S'I	roc:	K	SHARE.	
			Ho	ng	kong, June 26th	
	(CA367) 1 349	<u> </u>	PAID	Ul,	Quotations.	
	Alhambra		Ps. 20	200	₹1 90	-
	Banks-	-	A 0, 44	.,,,,	\$120.	
	Hongkong & S'la	:	•	\{	\$860, sellers L.£93.15 с.п.івн	กอ
	National B, of Chi	na	£	0	72.10 x	
	Bell's Asbestos E. A	!			\$7, sellers	
	China-Borneo Co China Light & P. Co China Provident) } }	1 \$ 1 \$	2 0	19, sellers 201, sellers 20, sellers	
	Cotton Mills—	!			·	
	Hongkong International	***	-14 Velotina inde	0	\$114, sollers	
	I SOUND TO THE THE WAY	4 1	4 4 a . I . I . I		/P1 4	
I	201011111111111111111111111111111111111	•••	LT8. PO	0,	P ls. 325.	-
	Dairy Farm	!	* \$1		\$15.	
	Docks and Wharves H. & K. Wharf &	(4)	\$50 \$50	, !	\$59.	j
İ	H. & W. Dock	•••	\$50		\$106, seller]
	New Amoy Dock	٠٠٠ ا	\$ 63	ļ	\$111, buyers	1
	Shanghai Dock S'bai & H. Wharf.	ا	Ja. lek T. Lev	1	Tle. 75 buyare	-
	Fenwick & Co., Geo.			•	Tls. 2225, bayers	Ì
	Green Island Comen		\$ 25		\$174, sellers	
			\$1 0		\$164, sales	
	Hongkong & C. Gas. Hongkong Electrica		£1 0	1.1.	\$175, 1 er-	1
	Hongkong Hotel C				F142, Buyers	
	Hongkong lee (to	, !	\$50 \$25	- ; ;	\$118, seilers	
	Hongkong Rope Co.	j	\$10		\$245, \$96 human	.
	naurances-		***	1	\$20, buyers	
	Canton	, ,	f50	Ι,	1975 oalt	-
	China Fire.	i	≱2 0	, ,	1275, sellers 186, buyers	
	China Traders	. }	\$25	1 }	for buyers	
	Hongkong Fire	.[\$50		325; sellers	
	North China		£		lls. 75, sellers	1
	Union		\$100	\$	750, buyers	-
	Yangtsze		\$60	\$	170, buyers	
	land and Building		•		•	1
	-HongkongLandInv		\$100	! 全	IO6, selters	ļ
	Humphrey's Estate	J	\$10		103.	
	Kowloon Land & B.		4043	Fâ	37	
	Shanghai Land {	Th	· 50	J.	ls, 103,	_
	West Point Building	130	ı. 50 ≴50	T	is, 102.	I
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•	Charbonno	10	<u> </u>	_	1	*
	Charbonnages Raubs	21 (* 6	. 250	\$4	80, buyera	V
			M / I / 1		1	

\$10 \\$5. Refineries_ China Sugar \$100 | \$105, sellers Luzon Sugar \$100 | \$21, sellers Steamship Companies China and Manila... 125 j Douglas Steamship. \$401, sales & buy. H., Canton & M..... \$291, huyers Indo-China S.N. Co. £10 | 170, sellers Shell Transport Co. £1 | 46 - sellers Star Ferry..... \$10 | \$26, sellers Do, New.... \$5 \$161, sellers South China M. Post. \$25 | \$23, sellers Steam Laundry Co... Stores & Dispensaries Campbell, M. & Co. \$10 | \$20, sellers Powell & Co., Wm., \$10 | \$8, sellors Watkins.... \$10 | \$4, sellers Watson & Co., A. S. \$10 | \$111, seliers United Asbestos \$4 | \$101, buyers Do. Founders..... \$10 | \$150, Union Waterboat Co. \$10 123.

\$10 | \$1 04, sales & set

Peak Tramways

Philippine Co.

VERNON & SMYTH. HONGKONG TIDE TABLE.

HIOH WATER.							LOW WATER.			
Day of Weeks.	Day of	Ho Mer	ongkong in Time,	He	lght	Н. М е.	ong ko ng" ui Time,	11	lghi	
Thurs	27	164	h. m. 9 44	n.	in.		h, m,	īt.	in,	
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Wed.	3;	HG,	2 16 a . 4 17 3 33 a	5 1 3	7	E I)	0 12 a 0 14 40 0 a s	3 2	6 6 1	

REGISTER

	Previous Day	On Date at	On Date
Barometer		29.63	29.54
Temperature	82	81	82
Humidity	79	75	72
Wind Direction		NE	ESE
Force	0 :	l	3
Weather :	•	9 1	O
Rain	-	+2.20	

SHIDE

MAPER

Mr & Mrs. Schindewolf

Mr. and Mrs. S. Silver-

Mr. Arthur Silverstone

Mr. M. S. Silverstone

Mr. M. L. Silverstone

Mr. D. V. Stevenson

Mr. G. Williams

Miss Bortha Hastings

Mr. and Mrs. E. B.

Miss Do ly Hastings

Mrs. Jackson & child

Mr. C. K. Johnson

Hudson

Mr. C. S. Hyman

Mr. J. E. Joseph

Mr. F. Jacob

Lowest open air Temperature on 25th 75 Per Kwangtah, from Shangbai, Miss Bertha!

C

CALL!

ر **مستدد**

SHIPPERS

CUTLER, PALMER & Co., London

AGENTS.

LANE, CRAWFORD & CO.

HONGKONG

and Miss Dolly Hastings. Per Hongkong, from Haiphong and Hoihow. Capt. Lowton, Lieut. Campanole, Mr. Lewrett. NEUMUEHLEN, German str., 1,970, Fischer Per China, for Hongkong, from London, Messrs, R. C. Welker and J. C. McIntosh from Colombo, Mrs. (2) Misses Forbes, Lt. G. NICHIBE MARU. Japonese str., 8,810, R. Blatherwick; from Singapore, M'ss Henley, Messis. P. K. Luyvett, D. C. Alexander, D. R. Paul, C. Watkins and H. N. Coney; for Shanghai, from Lo don, Mrs. T. Jones, child and infant amah, Miss E. Barker. Mr. R F. Benson; frem Marseilles, Miss Kirk, Messrs. W. C. Foster and W. Hawkings; from Brindisi, Mr. T. A. Ross; from Colombo, Mr. J. H. Hamilton; from Penang, Mr. and Mrs. Powell; OANFA; British str., 5,676, W. Cope Lycett, from Marseilles, Mrs. Scott Young; from Bombay, Mr. and Mrs. R. D. Cochrane. DEPARTED. Per Australien, from Hongkong, for Saigon, Soeur David, Misses Cuniac and Molinier, Messes. Georges Viouris and Lesbaudy; for

Colombo, Mrs. Shaw, Messrs. Braby and Hugo Finger; for Bombay, Mr. M. J. M. Manporia; for Marseilles, Messrs. Meurer and Baulieu. da Silva, Jacobet, Bernard Saunder and Sons Amoin; for Yokohama, Mrs. Marty Mrs. J. C. Jessawall, Mrs. D. C. Jessawall, and Mr. J. C. Jessawall.

MESSRS. FALCONER & CO.'S REGISTER. June 26th.

Barometer 1 P.M., 29.57 Therm. (Wetbulb) 1 P.M.78 Barometer 4 P.M. 29.54 Therm. (Wetbulb) 4 P.M.78 Thermom. 9 A.M. 80 Therm. Maximum82 Thermom. I v.m. 82 Therm. Minimum over

THORNE'S OLD VAT.



This Vat was started by the late Robert Thorne of Greenock and has been Sold as No. 4 sinco 1831

SCOTCH WHISKY. R. THORNE & SONS, LD.,

GREENOCK & LONDON. Aberlour, Glenlivet Distillery, Strathspey, N.B. Greenock, Highland Distillery, Greenock, N.B. Glen Meray, Glenlivet Distillery, Elgin, N.B.

SOLE AGENTS IN HONGKONG, CHINAS MANILA A. S. WATSON & Co., LD.

REGULAR HONGKONG-CANTON OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT. THE SPEEDIEST, MOST LUXURIOUSLY

APPOINTED AND PUNCTUAL STEAMERS ON THE LINE. Departure from Hongkong at 9.30 P.M. (Saturdays Excepted). Departure from Canton at 5.15 P.M.

(Sundays Excepted). These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's WHARF is at the end of

WING LOR STREET (tram station). For further particulars, please apply to E. PASQUET & CO., Canton Agents. BARRETTO & CO., Agents. Hongkoug, 1st April, 1907



BISHI DOUKYARD MITSU ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK,": A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OFFIN

THE POOK NOW OFF	IN.
DOCK No. 2	
DATEME Length	722 feet
LIPHRED ON MICAGINA	
William Of Hintmanan am M	714 ,,
Width of Entrance on Bottom.	964
Water on Blocks at Spring Tide	88
Tide	344
DOCK No. I.	
Extreme Length	523 feet
MARKIN OR DIOGRA	513
TY INCH OF EIGHTADAS AN TANK	88
Width of Entrange on Rofton	77 "
Water on Blocks at Spring Tide	· · · · · · · · · · · · · · · · · · ·
DOGTE 3	8 1)

DOCK No. 2. Extreme Length,.. Longth on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide

PATENT SLIP. Suitable for vessels up to 1,000 THE WORKS are well equipped with LATEST PLANTS ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear. always ready Short Notice.

TAAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULING ARNHOLP, KARBERO & CO. Sole Agents

PASSENGERS. ARRIVED.

Per Ernest Simons, from Hongkong, for Shanghai, Miss Anna Lum, Messrs. J. M. B.

Barometer 9 A.M., 29,60 | Thorm. (Wetbulb) 9 A.M. 78 Thermom. 4 P.M. 82 night.....78

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND M.C." STEAMBO.T CO., LD., AND THE CHINA NAVIGATION CO. L.

HONGKONG-CANTON LINE. 8.S. "HONAM," 2,363 tons, Captain H. D. Jones. "POWAN," 2,338 tons, Captain W. A. Valentine, "FATSHAN," 2,260 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain B. Branch.
S.S. "HEUNGGHAN," 1,000 tone, Captain R. D. Thomas.
om Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 Departures from Canton to Bengkong daily at Sam, and 5 p.m. (Sunday exceptor.) The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Pirer. Special attention is drawn to their Superior Salcon and Cabin Accommodation,

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. II. Grainger.

S.S. "SULTAL" 1,651 tons, Captain G. F. Morrison.

Departures from Hengkeng to Macso on week days at 8 u.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On Sundays Special Chear Excursions leaving Hongkong at 9 A.M. from Douglas Wharf & from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from

Hongkong at 1 p.m. from the Company's Wharf. Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin. Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.29 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

S.S. "PAUL BEAU," 1,900 tons, 14 knotse JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMFOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO. LO.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willer, (Laid up). S.S. "NANNING," 569 tons, Captain A. McKinnon,

One of the above Steamers leaves Canton for Wurshow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

Further particulars may be obtained at the Office of the-

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. Hotel Mansions (First Floor), opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

SHIPPING IN PORT.

STEAMERS. Benlario, British str., 2,510, A. Wallace, 25th June-Singapore 19th June, General-Gibb, Livingston & Co.

Bonneo, German str., 1,344, F. Sembill, 25th June-Sandakan 19th June, General-Melchers & Co. CAPE CORSO, British str., 2,510, Colin McLeod,

22nd June - Australia via Manila 19th June, General-Butterfield & Swire. CHIYUEN, Chinese str., 1,177, C. Stewart, 22nd June-Shanghai 19th June, General-

CHOWTAI, German str., 1,115, W. Mollermann, 25th June-Swatow 24th June, Rice and Teakwood-N. D. L. CHOYSANG, British str., 1,424, H. E. Sandback, 23rd June-Shanghai via Swatow 19th

June, General - Jardine, Matheson & Co. EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.R., 2nd June-Vancouver, B.C., 14th May, Mails and General-C. Fri, Norwegian str., 860, C. Wagle, 25th June

- Hongay 22ad June, Coal -Aagaard, Thoresen & Co. FRITHJOF, Norwegiau str., 891, Olaf Andersen. 23rd June-Hongay 20th June, Cont-Aagaard Thoresen & Co. FURUSHU MARU, Japanese str., 1,090, T. Ito,

22nd June-Anning & Swatow 21st June -Osaka Shosen Kaisha, GREGORY APCAR, British str., 2,961, S. H

Belson, 24th June-Calcuita 2nd June. General-David, Sassoon & Co. HINSANG, British str., 1,536, Smith, 22nd June - Hongay 19th June, Coal - Jardine, Matheson & Co.

JAPAN, British str., 3,806, Olifent, 25th June -Moji 20th June, Coal and General-D Sassoon & Co. Коко Maru, Japanese str., 2,89%, Y. Minamikawa, 22nd June-Kobe 12th June-Coal

and General-Fukusei & Co. LAESTES, British str., 1,340, J. Jackson, 24th June-Saigon 20th June, Rice-Chinese. LAUSCHAU, German str., Sperling, 25th June -Hongay, General - Jebsen & Co. Linan, British str., 1,352, Williams, 18th June

-Chinking 13th June, General-Butter. field & Swire. Loo Sun, German str., 1,020, W. Taubert, 21st. June-Pangkok 12th June, Rice a d Word -Butterfield & Swire.

Marte, German str., 1,169, Christiansen, 18th June-Moji 13th June, Ballast-Jebsen Mondolla, American str., 8,750, R. H. Hathaway, 21st June-San Francisco 24th May

and Shanghai 18th June, Mails and General -P. M. S. S. Co. Namsang, British str., 4,035, P. H. Rolfe, 23rd June-Calcutta and Singapore 17th June,

24th June-Fule Laut 15th June. Coal-

Mirsekama, 23rd June-Wakamatsu 16th | day Jane, Coal & Acids-Mitsui Bussan Kaisha. NICOMPDIA, German str., 4,364, P. Wagemann, 23rd June-Portland (Or.) 17th May, Gen. eral-Portland Asiatic Co.

IKKAI MARU, Japanese str., 1,144, W. Naha. gawa, 18th June-Hongay 15th June, Coal

22nd June-Woosung 19th June, Flour, June, and is expected here to-morrow. Lumber, &c .- Butterfield & Swire. PERLAK, Dutch str., 1,018, J. Offerhaus, 25th tzu on 25th June for this port, and is due here June-Swatow 24th June, Oil-Order, PREGRESS, German str., 687, H. Pahren, 13th June-Iloilo 9th June, Sugar-Siemssen

& Co. PROGRESS, Norwegian str , 1,671, The, Stjernig, 17th June-Samarang 8th June, General --Order. PROMETHEUS, British str., 3,583, G. Moir, 20th

June- Foothow 18th June, General-Butterfield & Swire. PROTEUS, Norwegian str., 1,024, Kolderup, 25th June-Swatow 24th June, Rico-Auguard, Thoresen & Co.

RAJABURI, German str., 1,189, O. Kock, 22nd June-Bangkok 12th June, Rice-Butter. field & Swire. RIVEBSDALE, Brilish str., 2,384, Hay, 24th June -Sourabaya 15th June, General-Butter.

field & Swire. Rubi. British str., 2,240, R. W. Almond, 24th June-Manila 21st June, General-Shewan Tomes & Co.

STENTOR, British str., 6,773, C. Jackson, 24th June-Singapore 19th June, General-Butterfield & Swire. STETTIN, British str., Farrel, 22nd June-Langkat and Singapore 16th June, Case

SUMATRA, German str., 584, C. Nands, 15th June-Manila 11th June, General-Mel-SUNGKIANG, British str., 987, G. H. Pennefather, 22nd June - Iloilo 18th June.

Sugar-Butterfield & Swire. TAIWAN, British str., 1,040, J. A. Martin, 12th June-Saigon 8th June, Genera'-Chinese. TELEMACHUS, British str., 1,342, Williamson, 14th June Swatow 13th June, General-

l'ingsang, British str., 1,156, S. M. Reynolds, 20th June-Wakamatsu 15th Jone-Jardine. Matheson & Co. UJINA MARU, Japanese str., 4,403, P. Lori, 24th June-Moji 18th June, Coal-Mitsui

Bussan Kaisha. VICTORIA, Swedish str., 989, Hellberg, 18th June - Sourabaya 8th June. Sugar -Aagaard, Thoresen & Co.

VIENNA, British str., 2,863, J. Jones, 24th June - New York 17th April, Kerosene -Standard Oil Co. Wongkoi, German str., 1,414, W. Reher,

. 24th June-Bangkok 14th June, Rice and Timber-Bulterfield & Swire. YATSHING, British str., 1,426, M. Courtney. 24th June-Wakamatsu 19th June, Coal -Jardine, Matheson & Co.

YOCHOW, British str., 1,306. J. H. Brown. 23rd June-Shangbai via Swatow 19th June, General-Butterfield & Swire. YUENSANG, British str., 1,050, Meyrick, 24th June - Manila 21st June, General-Jardine, Matheson & Co.

ZWEENA, British str., 941, Ramsay, 24th June. - Samarang 14th June, Sugar-Order.

VESSELS EXPECTED. ----

THE GERMAN MAIL. The I.G.M. sir. Manita left Sydney on Tuesday the 4th inst. p.m. and may be expected here to-day.

The I.G.M. str. Prinz Ludwig carrying the German Mails with dates from Berlin of the 4th June, left Colombo on the 22nd June, and may be expected here on or about the 2nd July. The I.G.M. str. Roon left Kobe via Nagasaki and Shanghai on Sunday the 23rd June, and may be expected here on or about Tuesday the 2nd July.

TRE AMERICAN MAIL. The T.K.K. str. Nippon Maru sailed from Yokohama on 20th June, and is due to arrive at this port via Manila on the 1st July. THE INDIAN MAIL.

The Indo-China str. Hopsang left Calcutta for this port via the Straits on 21st June, and may be expected here on or about the 8th July. MERCHANT STEAMERS.

The Japanesestr. Giran Maru left Moji 21st June, for this port, and is due here to-day. The Danish str. Cathay passed Singapore on the 19th June, and may be expected here to-

The N. Y. K. sir. Sado Maru (European Line), left singspore for this port on the 21st June, and is expected here to-day. The Danish str. Petronia left Singapore on the 20th June, and may be expected here to-

The N.Y.K. str. Riojun Mara (American Line) left Shanghai for this port on the 25th The Japanese str. Kashima Maru left Kara-

on or about the 30th Jane. The J.-C.-J. Lijn str. Tjiliwong left Moji via Keelung and Amoy for this port on the 24th.

June, and may be expected here on or about the 6th July. The E. & A. str. Empire from Sydney, &c. left Port Darwin on 17th June for Timor,

Manila and this port. STEAMERS PASSED THE CANAL May 31st-Benvenue. June 4th-Claverhill, Alderney, Konang Si, Langbank, Titan. Andree, Rickmers. 7th-Diomed, Simla. Sumatra, Antilochus, 11th-Ambria, Benvorlich, 14th-Benalder, Salsuma, Tonkin, Bingo Mirre. Ville de la Ciolat. 18th-Clenlochy. 21st-Saxonia, Sunda, Kintuck, Marcellus. 25th-Benclench,

Idomeneus, Monmouthshire, Sambia, Ghazec, Puritan, Sarpedon, Tourane, Zieten, Schar fels. ARRIVAL AT HOME. June 26th-Belgravia, Atholl, Persia, Bayern, Sibirien, Tamba Maru.

Printed and Published by BERTRAM A. HALE for the Concorned, at 10a. Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.